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MM 2197

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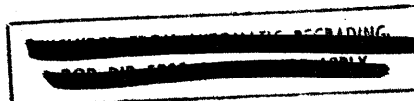
FIRST UNITED STATES'

"  
USE OF PARACHUTE TROOPS

IN CONNECTION WITH

"TORCH"

(INVASION OF N. AFRICA, 8 NOV '42)



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INCOMING MESSAGE  
ALLIED FORCE HEADQUARTERS

**MM 2197**

From AGMAR

Dated OCT 092127Z, 1942 Ref. No. R 1725

Received OCT 092220Z, 1942.

Paraphrased by

Classification: Urgency PRIORITY : Security SECRET

NOTED BY STAFF  
DUTY OFFICER.

Subject: Action copy to

USFOR LONDON

Information copy to

"B"

Re: Your 3312 October 8, 1942.

503rd Parachute Regiment less two Bns will not be sent to your theater. This is because of your inability to utilise it for the assault phase of the WTF and the urgent need in the Southwest Pacific for its immediate employment. Instead, it will be sent to MacArthur for use in that area.

MARSHALL

Distribution:

"A" CG, ETO

"B" Copies:

DEP C IN C

C OF S

SEC GS, ETO

SEC GS, AFHQ

CG 12th AF

MAJ STEVENS

AIR OFF

G-3 ACTION

C-1

COL BENTLEY

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OUTGOING MESSAGE  
ALLIED FORCE HEADQUARTERS

This message may be sent as DEFERRED (to reach addressee early next day after date below), and unclassified as to security unless the originating section indicates otherwise by entering X's in spaces below.

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X	:	PRIORITY	:	:	CONFIDENTIAL	:
:	ROUTINE	:	:	:	RESTRICTED	:

To code room . Enclosed by #B Checked by To cable office

For Gen Arnold.

For the use of the three (3) troop carrier groups now here, we have many requirements in operation Torch. These include airborne missions, both American and British, and the transport of some of the 12th AF's ground elements to the Theater. We consider the airborne missions of great importance in order to give us a means of moving promptly to the East in an effort to occupy Tunis. The thought has occurred that if one squadron of DC 4's should be made available to us for approximately a month, commencing Nov 1st, it would give us great flexibility in our airborne problems and in shifting the weight of our air effort from one area to another. Along these lines what can you do?

Eisenhower.

Distribution:

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"B" Dep C in C  
"B" C 3  
"E" Sec GS ETO  
"B" Sec GS AFHQ  
"B" Air Officer  
"B" CG 12 AF  
"B" G-3  
"B" Col Bentley  
"B" G-1  
"B" G-4  
"B" Gen Gale  
"B" Gen Hughes  
"B" CG SOS  
"B" CG II AC  
"B" Maj Stevens  
"B" Gen Ryder.  
Gen Anderson.

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ALLIED FORCE HEADQUARTERS  
September \_\_\_, 1942

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SUBJECT: Formation of Paratroop Task Force.

TO : Colonel W. C. Bentley, G.S.C. (A.C.).

1. You are hereby designated as commander of the Paratroop Task Force which will take part in the Operation 'TORCH'.
2. Your command will consist of the following:
  - a. The 2nd Battalion, 503d Parachute Infantry.
  - b. The 60th Transport Group of the 51st Transport Wing.
  - c. A service detachment to consist of such Military Police, Mess Personnel, drivers, and miscellaneous overhead as may be needed in order to release as many combat personnel for training as possible. The above personnel will be furnished by the G-1, Allied Force Headquarters, upon application, this directive being his authority for so doing. This detachment will revert to the control of the G-1, A.F.H. when the operation Torch becomes effective.
3. a. Major William F. Yarborough, 020362, Infantry (Parachute) is designated as the Executive Officer, the Paratroop Task Force.
  - b. You are authorized to form the remainder of your staff, as follows:
    - (1) An S-1.
    - (2) An S-2.
    - (3) An S-3 (Paratroop).
    - (4) An S-3 (Air).
    - (5) An S-4 (Paratroop).
    - (6) An S-4 (Air).
4. a. Your general mission is to coordinate training of the Paratroop Task Force in preparation for the Operation 'TORCH' and to transport the fighting elements of this force to their assigned objectives in the combat zone.
  - b. The command of the combat elements of this force will pass from you to the Commanding Officer, 2nd Battalion, 503d Parachute Infantry when

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these elements have been dropped at their assigned objectives.

5. a. You will make necessary arrangements to move that portion of the 60th Transport Group as may be needed to commence training, to Rambury Airframe, so as to be ready to operate from that airframe by noon, 11 September 1942. Aircraft belonging to the 64th Transport Group will be removed from the Rambury Airframe, if their presence interferes with training operations.

b. Such airplane maintenance as cannot be performed at Rambury will be carried on at Aldermaston.

6. a. You are authorized to call upon the Service of Supply for any or all items of regular or special equipment or such supplies you deem necessary for this mission.

b. Such items of special equipment as are not standard articles of issue may be purchased locally, expenditures being chargeable to

\_\_\_\_\_. All vouchers pertaining to such purchases will be filed with the Commanding General, Service of Supply, due regard being given to security in this connection.

7. Air Marshal Sir William L. Welsh, Air Officer, Allied Force Headquarters will be kept informed as to plans and operations of the Strategic Task Force.

By command of LT. GENERAL KENNEDY.

N. A. GARY,  
Major General, U.S.A.,  
Deputy.

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London  
4 Sept. 1942

TO: Brigadier General James Doolittle

SUBJECT: Paratroop Training for Torch

1. The undersigned has had further conferences with Lt. Col. Mason Jeff, Commanding Officer of the Paratroop Battalion and with Col. Ray Dunn, <sup>AND</sup> we are of the opinion that it is imperative that steps be taken immediately to unify the command and training of the air transport-paratroop team in order to institute immediately the vitally necessary teamwork and cooperation between the two units which, during the entire training period and until the actual dropping of the parachutists at the objective has been accomplished, must be accomplished as a unit. It is also necessary that an order be issued granting blanket authority to the commander to draw or procure locally any supplies, regardless of titles of organization, which he may consider necessary to utilize or test during the training period.

2. Lt. Col. Jeff states that it has been impossible to have sufficient troops carrying planes available at any one time to train the entire battalion simultaneously and for this reason it is absolutely essential that the troop carrying planes which are to be used for this mission, be assigned to this duty only and relieved from other duties and assignments. We consider this essential so that they may concentrate on the special types of flying, night flying and navigation problems inherent to this mission, that the equipment necessary to the mission may be obtained and tested and that the airplane crew involved may have better liaison with the paratroops and their common mission and that the personnel themselves may have an opportunity to work jointly on the common problem. It is recommended that the transport squadrons chosen for this mission be organized into a special group for this mission with some such name as 1st Paratroop Group.

3. It is believed from past experiences that some changes of personnel may have to be made in the crews involved as good transport crews are not necessarily temperamentally fitted to be combat troop carrier crews. The present transport crews have had only a limited amount of formation flying and it will be necessary to begin crew training at the earliest practicable date in formation flying, night formation flying, celestial navigation and carry out training with the paratroops at the same time. In order to accomplish the "Torch" mission it is recommended that the following type organization be constituted immediately:

Proposed organization of  
PROVINCIAL FIRST PARATROOP WING

Mission: The mission of this unit is the performance of tactical airborne combat operations.

ORGANIZATION:

C.O.

Executive

S-1

S-2

S-3 (Paratroops)

S-4 (Air)

S-5 (Paratroops)

S-6 (Air)

Headquarters Detachment

Paratroop Service Detachment

Paratroop Maintenance Section (C.O. and 15 packers and riggers)

Security Section (1 Platoon Military Police)

Mess Section (Mess Off., Mess Sgt, 12 cooks, 25 A.P.'s, 12 attendants)

Transportation Section (3-1 1/2 T Trucks, 4-1/2 trucks, 1 sedan and necessary operating personnel)

(Note: Elements of the Paratroop Service Detachment should be assigned from the services and returned thereto upon departure of the combat elements of the Paratroop Wing on combat operations.)

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1st Paratroop Battalion  
(500 Paratroops)

1st Paratroop Group  
(4 Paratroop Squadrons - 30 operational planes required)

COMMANDING OFFICER, PARATROOP BATTALION:

Usual tactical command functions with following exception:-

Ground combat operations of paratroops.

He will insure coordination of training between the elements of his command and will carry out so far as is practicable the recommendations of the Paratroop Battalion Commander in regard to the time, altitude, pattern, and point of release of paratroops.

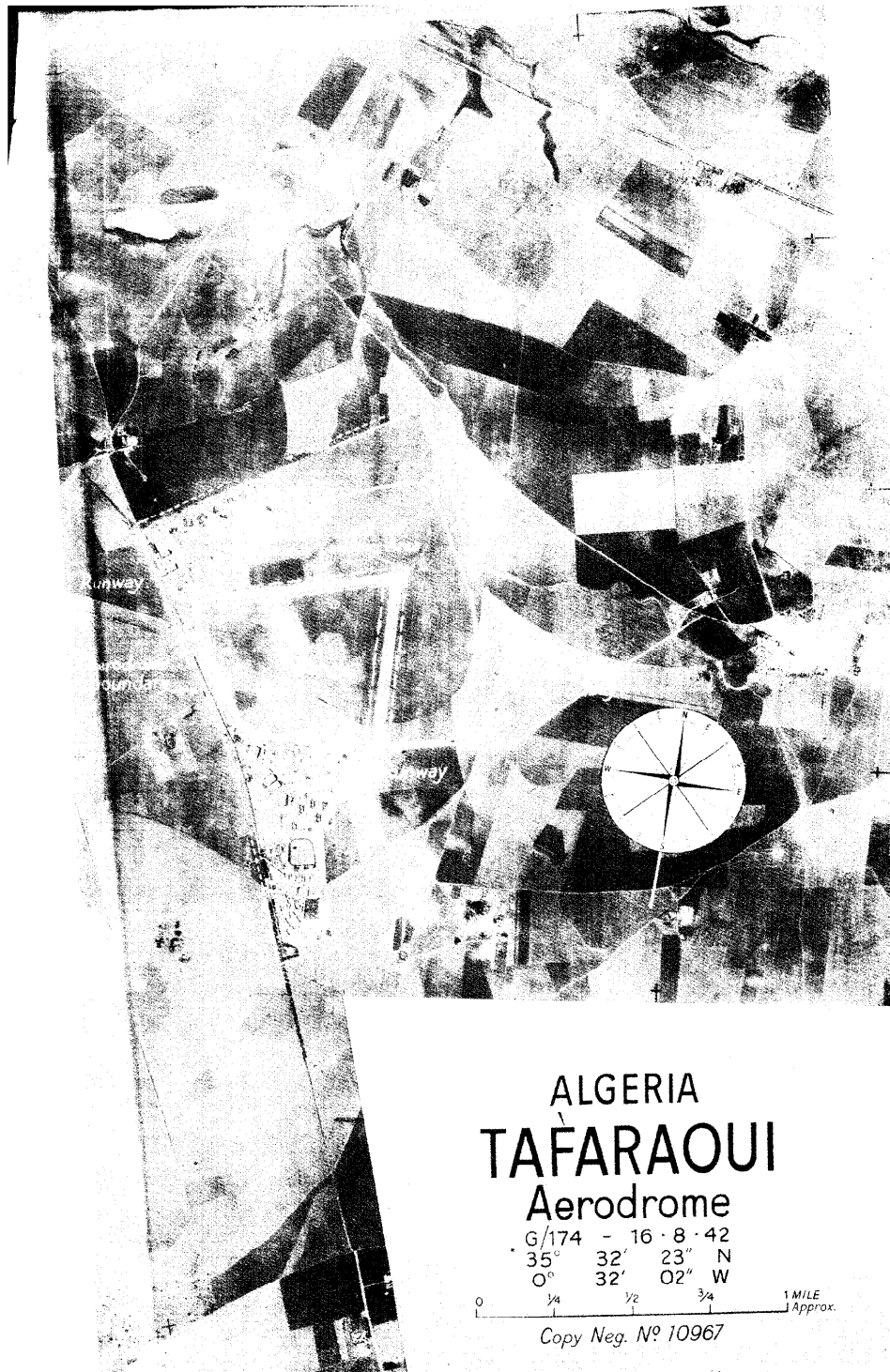
COMMANDING OFFICER, PARATROOP BATTALION:

Usual tactical and administrative command functions, including all ground training in the combat employment of his battalion. In order to carry out assigned ground missions he will make specific recommendations to the Wing Commander as to time, altitude, pattern, and point of release of paratroops.

COMMANDING OFFICER, PARATROOP GROUP:

Usual tactical and administrative command functions of a Group Commander.

Wm. S. Bentley  
Col. U.S.C.



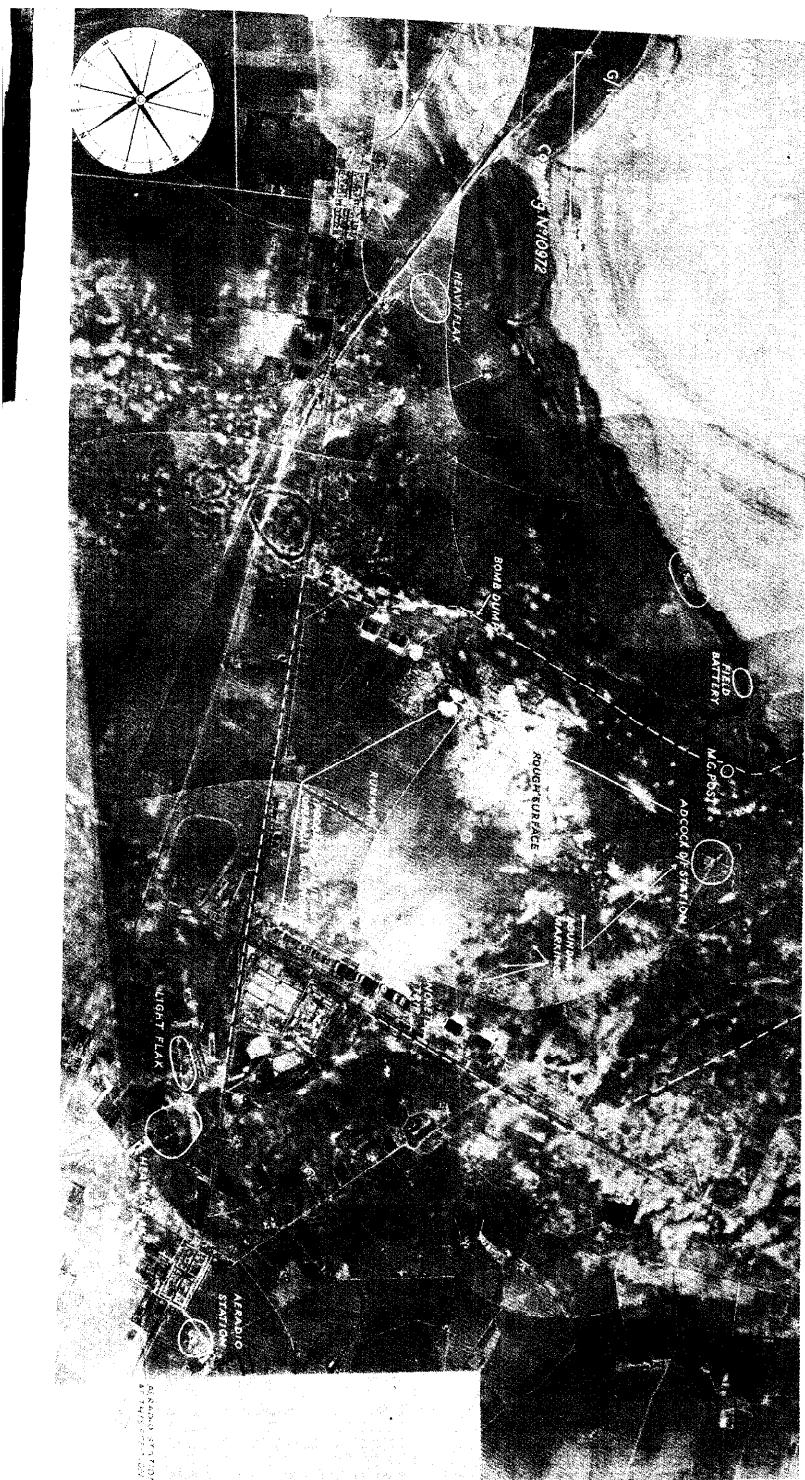
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TAFARAQUI  
Aerodrome

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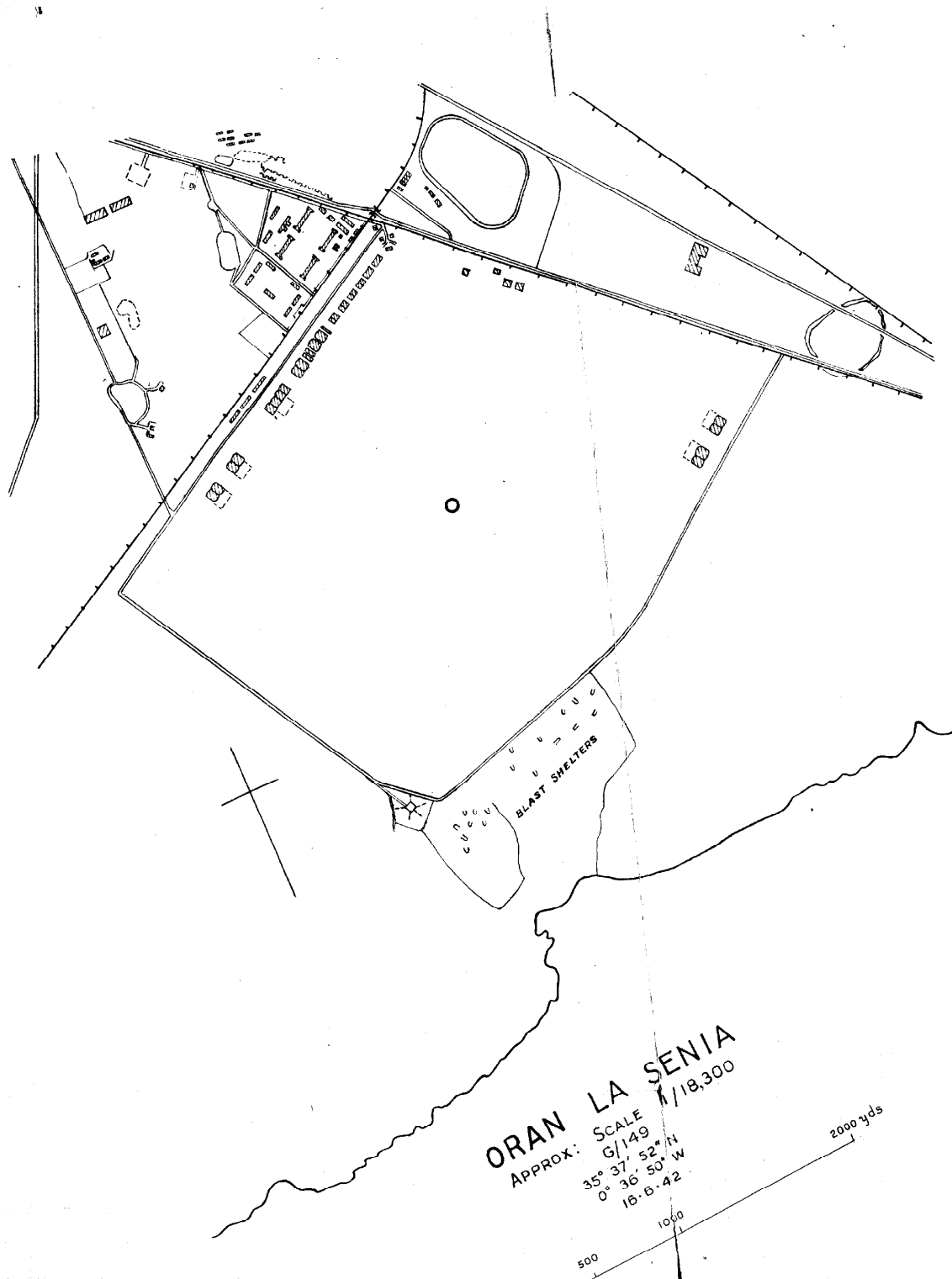
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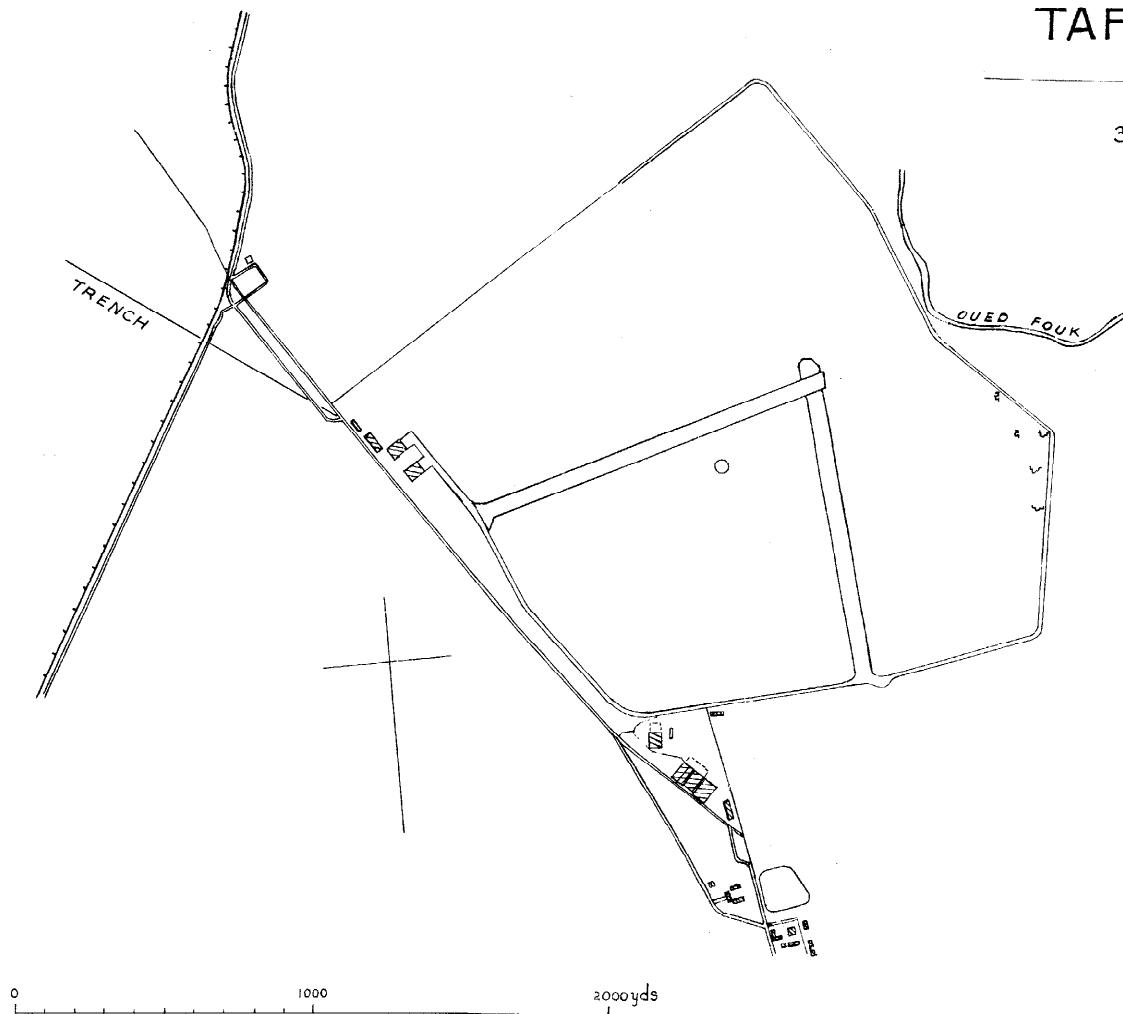
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ALLIED FORCE HEADQUARTERS  
NORFOLK HOUSE  
Room 309

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11 September, 1941

SUBJECT: Estimate of the Parachute Attack Situation.

TO : G-3, II Army Corps.

1. Mission

a. The 2nd Battalion 503rd Parachute Infantry has been assigned missions as follows:

1. Destroying or immobilizing all combat aircraft on Airfield La SENNA.
2. Destroying or immobilizing all combat aircraft on Airfield TAFARANGUI.
3. Holding Airfield Tafarangi until relieved by elements of the seaborne force.
4. Cutting communications lines at several points to be determined by military intelligence reports on installations.

2. The Situation and Possible Lines of Action.

a. Considerations affecting possible lines of action.

1. The two major objectives are at least seven hours flying time from the closest striking base available to us. Such a distance is at least twice that which our tactical doctrine has envisioned as practicable for the use of airborne troops.
2. Such an excessive distance will result in fatigue through nervous tension, to both crews and paratroops unless considerable acclimatization takes place prior to the actual operation such nervous fatigue may effect combat efficiency.
3. Due to the altitudes at which the troop-carrying airplanes must fly (10-12,000 feet) tests to determine the physiological reactions of men exposed to such altitudes for six hours must be run. If necessary, individual oxygen equipment must be secured.
4. Since the dropping zones (DZ) are point targets, and since troop-carrying aircraft may not circle the area looking for them, celestial navigation to the DZ must be of the best exact nature. Such navigation may be rendered more difficult since the operation will take place at night.
5. Terrain in the contact sector is flat and affords little natural cover or concealment. Since the initial attack will be under cover of darkness, however, this terrain condition does not assume great importance until dawn, by which time hasty field fortifications should have been prepared, or the existing enemy emplacements should have been taken over and prepared for defense at TAFARANGUI.

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6. Enemy mechanized cavalry units at ORAN, WILMINGTON, and MASARA, enemy horse cavalry at TLEMCEN, and motorized infantry (Foreign Legion) at SIDI BEL ABDES constitute the main threats to the accomplishment of the mission.

7. At least two days supply of all types needed, can be carried on the parachutists' persons and dropped at pre-arranged supply points by parachute. These supplies in addition to those captured, should render the supply problem not too difficult.

8. Evacuation of wounded will not be possible until a junction with sea-borne elements of the task force is made. It may, however, be possible to take over, and use the facilities of the military hospital at LA SENIA airdrome.

9. The absence of moonlight for the operation, will render finding the dropping zone, very difficult. Control of units on the ground will not be as efficient as though there were some moonlight.

#### 1. Enemy Capabilities.

1. He may intercept our transport formation enroute and destroy it.

2. He may drive on LA SENIA and TABARQUI immediately our landing is made, using the mobile units mentioned in a-6 above.

3. He may execute a pre-arranged anti-airborne defense plan upon being warned of our take-off from England. This plan may include occupation of pill boxes, slit trenches and gun emplacements, massing of AFVs in the vicinity of the airdromes (especially LA SENIA), placing of portable obstacles on airfields to prevent landings, and of alerting all troops in the entire area.

#### 3. Decision

a. To attack the airdromes of LA SENIA and TABARQUI simultaneously, with the 2nd Battalion 503rd Parachute Infantry, using one company at LA SENIA and the remainder of the battalion at TABARQUI.

b. To destroy or render temporarily unfit for combat, all combat airplanes on both airdromes.

1. This destruction to be accomplished by cutting throats or by smashing tail surfaces with rifle butts.

2. a. Both airdromes must be strongly outposted while destruction of aircraft is going on. Locations of Security detachments for LA SENIA should include defended road blocks at a point about one mile north west of the airport on Route Nationale No. 6, and at a point about one mile south west of the airport on the south branch of Route Nationale No. 2. These two outposts will interrupt enemy motorized or mechanized troops who may attempt to come from TLEMCEN, WILMINGTON or ORAN.

b. Security detachments for TABARQUI should include strong defensive outposts in the vicinity of SIDI BEL ABDES since highways from ORAN, MASARA, and SIDI BEL ABDES all meet in the above town. SIDI BEL ABDES is approximately 6 1/2 miles by road, from TABARQUI airdrome.

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D. To hold TAFARAGUI airdrome until relieved by sea-landing elements of the II Army Corps.

E. To clear TAFARAGUI airdrome proper or TAFARAGUI Satellite of enemy personnel and to illuminate either field to allow our transports to land within an hour after dropping parachutists.

F. To isolate the two airdromes attacked, by cutting all communications lines leading to them.

1. This to be accomplished by dropping 12 Belgian parachutists (French speaking), at about 6 points around both airdromes.

4. Points to be Considered in Planning for the Operation:

a. The following should be considered in prior preparations:

1. Tactics and technique of night attack (Field Service Regulations Page 206, Paragraph 595, FM 7-5 Page 84, Paragraphs 135-140).
2. Forms for requesting air support (FM 31-35 P. 53, 64, 61)
3. Practice of technique for maintaining an active defense at TAFARAGUI, maintaining the initiative even while defending.
4. Preparation of the following for use by individuals:

A. Phonetic phrase sheets in French, Italian, German, and Arabic.

B. Route maps showing objectives to which individuals are assigned.

5. Prepare security plan. This includes "covering" plan to explain preparation for actual operation.

6. Arrange air ground liaison. ✓ *Schloch*

7. Check on anti-aircraft available. ✓

8. Disposal of prisoners - prisoner guards.

9. Supply points to be picked in advance. ✓ *Upton*

10. Use of dummies - procure 500. ✓

11. Water and gasoline containers. ✓ *Upton*

12. British motor vehicles dropped by parachute or air-landed. *Upton*

13. Pick rehearsal area and draw up type problem. *Schloch*

14. Tactical use of smoke.

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15. Tear gas?
16. List languages spoken in Battalion and train individual linguists for intelligence missions.
17. Ascertain exact weights of fully equipped men. *Schulch + Rip*
18. Decide on demolitions technique and equipment. *St Martin*
19. Intelligence missions for elements of Battalion.
20. False information to be spread by Belgians using Franklin Glips and Glinters.
21. Picking parachutes up after operation (PMS?)
22. Check points for rallying aircraft.
23. Land marks for dropping (Sobara etc.)
24. Aircraft should not indicate landing zones taking enemy turns over them.
25. Pigeons, use of?
26. Smoke for mortars? *rip + Schulch*
27. Very pistols and tactics of use in connection with *rip + Schulch* ground fighting.
28. Organization of small groups for special jobs.
29. Shock troops for first contact.
30. Patrols for security and for intelligence.
31. Infiltration ruses when in contact. ✓
32. Necessity for maintaining the initiative at all times.
33. Raiding enemy headquarters--capturing documents and important personages.
34. Complete loading tables for personnel and containers. ✓
35. What type radio in planes coming from Miralier?
36. AA guns of enemy. Locations, description.
37. Thermos jugs in transports, and meal for men before *rip + Schulch* jumping.
38. Blackout curtains in airplanes? *- Schulch + Rip*
39. Landing airplanes (drill).
40. Paint inside of helmets, or liners white, for air ground liaison.
41. Railroad flares for airplanes to land by at THERMAGUT ✓  
Satellite.
42. Signs for CFB aid etc etc. ✓
43. Ambulance airplanes (where placed?)

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44. Certain men to be given supply missions.
45. Pick places for prisoners and detail PW guards.
46. Means of recognizing advance elements of sea landing force (passwords etc.)
47. Written instructions re. looting, treatment of populace, etc.
48. Equipment for and training in starting vehicles without ignition keys.
49. CP positions to be picked in advance. ✓
50. Aid station between LA SENIA and TAPARACUI. ✓
51. Hold out reserve at both airdresses for counter-attack. ✓
52. Radio of Station - location & plans for destroying it.
53. Blank maps for situation reports. ✓
54. Intelligence forms and casualty reports.
55. Own wire not to be cut-definite instructions.
56. Arrest and treatment of high officials.
57. Orders about water-water guards. ✓
58. Anti-malarial measures.
59. Sanitary orders. ✓
60. Alternate PW
61. Aircraft recognition-French aircraft.
62. Preparation for meals, etc. at departure aerodrome.
63. Definite orders for patrols to report intelligence, and type of intelligence wanted.
64. Pick personnel to hunt for ammunition dumps and destroy them. ✓
65. Protection for mortars (riflemen)
66. Study operation of French weapons?
67. War diary (form) patterned after german one. ✓
68. Extra mg. barrels. ✓ *WIP*
69. Field flashlights to temp gun barrels for night firing.
70. Plans for relieving paratroopers by elements of sea-landing troops.

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W. H. Yorkborough  
Major. Inf.  
Asst. G-3

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HEADQUARTERS THE CANADIAN FORCE  
AFG 302

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ESTIMATE OF THE SUPPLY AND EVACUATION SITUATION

OPERATION "TORCH"

15 September 1942  
1200 hours

1. Tactical Considerations

a. Own Forces

(1) a 2nd Battalion 503rd Parachute Inf. at Chilton  
Foliat, Berks. England.

b 60th Transport Group at Aldermaston and Farnsbury.

(2) Tactical line of action under consideration:

a Movement by aerial transport a distance of about  
1100 miles, dropping at night, fighting a numerically  
superior enemy for a period not to exceed three days,  
garrisoning the ground won for an indefinite period.

(3) Probable tactical developments under (2) above.

(a) Period estimated to carry out (2) above:

a For air movement to dropping zone, about 7 1/2 hours.

b Reduction of major part enemy resistance about  
12-16 hours.

c Period of garrisoning ground won before another  
operation 30-60 days.

(b) Expected locations of major elements of the command  
at intervals during the period.

(1) During initial action, the paratroops will be  
operating in two groups about seven miles apart.  
These groups will merge within 5-6 hours and will  
remain together for the rest of the action.

(2) Transport air lanes will circle the combat area  
until landing fields are secured, they will  
then land with the exception of one squadron,  
which will head for a base about 300 miles  
distant from the dropping zone, immediately the  
paratroops have jumped.

(c) Probable nature of the combat at intervals during  
the period.

(1) Combat initially may be vigorous hand to hand  
fighting in the dark, against a numerical  
superior enemy. Such fighting will necessitate  
the use of very pistols, bayonets and trench  
knives, etc.

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Demolitions of airplanes, power lines, telephone terminals, etc. will be carried out. Enemy motorized or mechanized reserves will be intercepted six or seven miles from the combat areas and delayed with anti-tank mines, road blocks, mortar and small arms fire. One combat area will be prepared for an active defense even while the assault is in progress. By dawn, a complete defensive system must be in operation. Air ground liaison must commence as soon as supporting aircraft arrive in the vicinity.

b. Enemy

(1) Present dispositions of major elements of enemy's forces.

- (a) Enemy troops including mechanized cavalry, horse cavalry, motorized infantry, field artillery, and anti-aircraft artillery are located in greatly superior numbers on the perimeter of a polygon which completely surrounds the planned combat areas. The road net in the vicinity is such that interception of enemy mobile units advancing from several directions is possible by outposting a few road junctions.

- (2) Enemy's capabilities against us will be greatly reduced because of the extensive nature of the attack of which our effort is but a small part.

2. Logistical and Other Factors

a. Locate supply and evacuation installations (map).

b. Supplies.

Estimated expenditure and losses during the period.  
Quantities on hand, available from local resources.

c. Evacuation.

Estimate of casualties. Organic medical means, diseases likely to effect operations, surplus supplies, captured material, prisoners of war.

d. Lines of communication

- (1) Railways
- (2) Roads-Critical points
- (3) Airways
- (4) Sea lanes.

e. Transport:

Requirements of all types including movement to departure airdrome.

f. Labor or overhead - Requirements for preparing all supplies for air or sea shipment, quantity available, estimate time to prepare.

g. Weather - As affecting supply and evacuation activities.

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3. Essential Elements of Supply and Evacuation Plan.

- a. Amount by weight, class, and distribution (on person or otherwise) of supplies carried by air on initial sortie into combat zone.
  - b. Extent to which re-supply should be attempted.
    - (1) by air
    - (2) by sea
    - (3) by requisition locally.
  - c. Amount by weight and class of supplies to be sent by sea.
4.
  - a. State essential elements of recommended supply and evacuation plan.
  - b. State unavoidable deficiencies in the plan if any.
  - c. State the effect of possible major adverse conditions on the plan, and alternative measures to overcome them.

W. P. YARBROUGH  
Major, Inf.  
Asst. G-3

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Room 309,  
Norfolk House,  
26 August 1942.

SUBJECT: Operation "Torch".

TO : Colonel Bentley.

1. The following orders will be needed in connection with operation "Torch":

a. In order for concentrating the battalion fully equipped, at the base aerodrome or aerodromes.

1 Suggest that the above concentration be in the vicinity of Willacombe in Cornwall since the battalion has already concentrated there last month for combat firing, and its re-appearance there would not excite undue suspicion. The carrying of complete equipment, including ammunition and rations will not be unusual, since combat firing ranges and obstacle courses exist in the area.

There are facilities there for servicing and taking off the entire number of transport airplanes needed for the operation.

2 Based on a later estimate of time and special equipment required, Lt. Colonel Ruff's G-3 can prepare an ordinary "restricted" movement order, ostensibly for the purpose of logistics training and combat practice firing. This order can be checked by this headquarters for completeness. Immediately upon arrival in Cornwall, the battalion will be advised of its mission and will embark without delay.

2 The above order should also cover movement of the transport airplanes, ample attention being given to:

(a) A certain number of aircraft held in reserve in case of last minute breakdowns.

(b) Detailing of a loading officer whose duties shall include:

(1) Making complete arrangements for the servicing of the airplanes at the departure airport.

(2) Arranging for a parking system whereby airplanes may be boarded and taken off in a minimum of time.

(3) Providing special loading personnel to assist with aerial delivery units.

(4) Providing ample transportation for bringing troops and materiel to the airplanes.

b. An order or annex containing an air transport movement table (FM 101-10).

c. An order or annex covering time and place for briefing or of issuing the oral order in conjunction with study of photographs and scale models.

d. An order or annex covering security measures in conjunction with all preparations for the operation.

e. The order for the operation itself, special emphasis being

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laid upon the following:

- 1 Complete detailed instructions as to mission, in some cases down to individuals mentioned by name.
  - 2 Complete information as current as is possible to obtain, of every enemy installation which may effect the course of the operation. This information to be furnished individuals in map or diagram form.
  - 3 Detailed instructions in the form of tables, showing the equipment carried by each individual.
  - 4 Plans for establishing supply points for re-supply of units engaged. Plans for re-issue of captured, usable supplies.
  - 5 Special means of obtaining air ground liaison, including working out a special pyrotechnic and panel code in addition to standard radio procedure.
  - f. A separate and detailed order outlining the amount and type of air support to be furnished the troops involved (FM 31-35).
2. The following preparations should be initiated immediately:
- a. Preparation of mosaics upon which all detail is entered as received and classified.
  - b. Preparation of scale models of the areas involved.
  - c. Training of troops involved in high altitude flying for protracted periods.
  - d. Picking an area for rehearsal, and formulation of a tactical exercise similar in principle to the actual operation.
  - e. Procuring special items of equipment as follows:
    - 1 Anti-aircraft automatic weapons (Perhaps may be obtained from the British).
    - 2 Cannon grenades.
    - 3 More 1903 rifles with AT grenade throwing attachments (1 per squad).
    - 4 Motorcycles or other vehicles to be dropped by parachute.
    - 5 Panel markers to place on hoods of captured vehicles.
    - 6 Aircraft equipped with smoke laying tanks (and run tests in rehearsal area).
    - 7 Pigeons.
    - 8 Models of each type French airplane involved, in order to study demolition methods.
    - 9 Very pistols.
    - 10 Inflatable rubber rafts.
    - 11 Camouflaged parachute canopies.
    - 12 French phrase sheets spelled phonetically.

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13 Flame throwers.

- f. Running a series of CPX's involving air ground liaison.
- g. Extensive training in night flying in formation and in navigation to a point target.
- h. Procurement and training of Belgian personnel with out units.

W. P. YARMOROUGH,  
Major, Infantry,  
Asst. G-3.

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Partial Check List  
Notes on TORCH

1. Prepare security plan. This includes "covering" plan to explain preparation for actual operation.
2. Prepare French Phrase sheets.
3. Arrange air ground liaison.
4. Check on anti-aircraft available.
5. Disposal of prisoners - prisoner guards.
6. Supply points to be picked in advance.
7. Use of dummies - procure <sup>500</sup>gee.
8. Water and gasoline containers.
9. British motor vehicles dropped by parachute or air landed.
10. Pick rehearsal area and draw up type problem.
11. Tactical use of smoke.
12. Tear gas?
13. Languages spoken in Battalion.
14. Exact weights of fully equipped men.
15. Demolitions technique and equipment.
16. Intelligence missions for elements of Battalion.
17. False information - Belgians.
18. Picking parachutes up - (PWS?)
19. Check points for rallying aircraft.
20. Land marks for dropping (Sollara etc)
21. Aircraft should not indicate landing zones by making sharp turns over them.
22. Pigeons? use of?
23. Smoke for mortars
24. Very pistols and tactics of use in connection with ground fighting.

- 1 -

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~~RESTRICTED~~

25. Organization of small groups for special jobs.
26. Shock troops for first contact.
27. Patrols for security and for intelligence.
28. Infiltration ruses when in contact.
29. Maintaining the initiative at all times.
30. Raiding enemy headquarters.
31. Complete loading tables for personnel and containers.
32. What type radio in planes coming from Gibraltar?
33. AA guns of enemy-locations.
34. Snake bite - potass permang carried?
35. Thermos jugs in transports.
36. Blackout curtains?
37. Abandon airplane drill.
38. Paint inside of helmets for air ground liaison.
39. Railroad flares for airplanes to land by.
40. Signs for GPS aid sta etc.
41. Ambulance airplanes (Blood plasma?)
42. Certain men to be given supply missions.
43. Place for prisoners and detail PW guard.
44. Means of recognizing advance elements (passwords etc)
45. Instructions re looting etc.
46. Equipment for and training in starting vehicles without ignition keys.
47. CP positions to be picked in advance.
48. Aid station between LAS and TAF

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~~TOP SECRET~~

49. Hold out reserve.
50. Radio DE Sta.
51. Maps for situation reports.
52. Intelligence forms and casualty reports.
53. Own wire not to be cut.
54. Arrest and treatment of high officials.
55. Orders about water.
56. Anti-Malarial measures.
57. Sanitary orders.
58. Alternate DZ<sup>s</sup>
59. Aircraft recognition.
60. Preparation for meals, etc. at departure aerodrome.
61. Definite orders for patrols to report intelligence.
62. Personnel to hunt for ammunition dumps.
63. Protection for mortars.
64. Study operation of French weapons?
65. War diary (form)
66. Extra mg barrels.

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~~TOP SECRET~~

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1. N. O. 302

UNCLASSIFIED

15 September 1942

MEMORANDUM

TO: Colonel W. C. Bentley

1. The following should be considered at once, and necessary planning in these connections should be started:

a. Definite plans for transport airplanes after dropping parachutists.

(1) Under whose command do the transports fly after completion of their mission. *CD Pennington's*

(2) Which squadron goes to England. *to be determined*

(3) Which two squadrons remain based at TFWA OH.

(4) Does the 60th Group Headquarters, move to TFWA OH? *with 28F*

(5) What happens to the 4th Squadron, 60th Transport Group?

b. Equipment and stores to be taken for parachute battalion and for air personnel of 60th Transport Group.

(1) Who will prepare and load stores?

(2) Where will they be delivered, by whom?

c. Who will furnish air support to parachute troops after jump? *2. carrier*

(1) Definite commitment as to numbers of planes, types support will be furnished and unit from which they are to come.

(2) Arrange for pre-battle practice in ground-air liaison with planes and personnel who will actually support ground attack.

*W. C. Bentley*  
Major, Infantry,  
Executive.

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HEADQUARTERS PARATROOP FORCE  
A.P.O. 302

21 September, 1942.

Memorandum for: Colonel Bentley.

1. A fragmentary field order from Paratroop Force Headquarters should be issued immediately in connection with "TORCH" covering the following:

- a. General plan of operations.
- b. Forces involved.
- c. Mission of Parachute Troops.
- d. Mission of air elements.
- e. Combat aviation which will be in support.
- f. Signal communication arrangements between forces.
- g. Assistance to be furnished by friendly agents in every territory and means of identifying them.
- h. Other information to insure co-ordinated action by all elements of the combined force.

W.P. YARBOROUGH,  
Major, Inf.  
Executive.



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1. Under whose Command are we after the Mission?

What happens to Paratroop Forces?

2. What is the Group's Mission after the first Mission.

If shuttle, how many of Group's ships - just those left behind or total.

How many people to be transported by us? What happens to Headquarters, Station, Engineering and other personnel necessarily left here?

Do remaining personnel after first Mission stay under Group control and do they remain at this Station?

3. What is prime purpose of first Mission?

Do we take just 500 or total of 554, plus bags, plus supply ships?

It will be necessary for this Group to establish Headquarters; may I take sufficient Headquarters personnel with me?

This appears to be a Group Mission; can I use the Group?

4. What is take-off Airdrome? Does Raff meet us there?

5. Fighter escort

6. Divergent raid on Brest and Bordeaux

7. Navigational instruments, plus watches, plus tables, books and charts.

8. What are plans for us on landing after first Mission?

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HEADQUARTERS PARATROOP FORCE  
APO 302, US ARMY

UNCLASSIFIED

7 October, 1942.

SUBJECT: Designation of Take Off Aerodrome,  
Operation "TORCH".

TO : Commanding General, 12th Air Force,

It is requested that the take-off aerodrome to be used by the Paratroop Task Force for operation "TORCH" be designated as soon as practicable in order that planning as outlined paragraph 247b, FM 101-10 may be initiated.



*W. C. Bentley*  
W. C. BENTLEY,  
Colonel, Air Corps,  
Commanding.

1st Ind.

HEADQUARTERS TWELFTH AIR FORCE 12 October 1942  
TO : C. O. Paratroop Task Force

1. A representative from your headquarters accompanied the party making a physical inspection of all airdromes under consideration as staging fields in the U.K.
2. This officer, Captain Obenderf, is familiar with the plans for selecting the subject airdrome and the details concerning servicing, supply, etc.
3. You will be advised of the airdrome selected for your operations.

By Command of Brigadier General DOOLITTLE:

*F. M. Whitney*  
F. M. WHITNEY,  
Colonel, A.G.D.,  
Adjutant General.

*Received Oct. 15*  
*LM* UNCLASSIFIED

~~SECRET~~

HEADQUARTERS  
SECOND BATTALION, 502ND PARACHUTE INFANTRY  
A. I. C. 302, U. S. ARMY

243 REPORT

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From: August 1, 1942, 2400 hr.  
To: August 14, 1942, 2400 hr.  
Issuing unit: 2nd Bn., 502nd Para. Inf.  
Date and hour of issue: August 14, 1942  
1200 hr.

No. 1

Notes:--None needed.

1. Not applicable

2. LOCATION OF TROOPS:--Chilton Point, Dorset.

3. INFORMATION ON ARMAMENT WHICH THE ENEMY MAY POSSESS:--

The 6th Troop Transport Group (U. S. Air Corps) is located at Bournemouth, Wilts., and the 20th Armoured Brigade (British) is located about two miles southeast of Bournemouth.

4. WEATHER AND VISIBILITY:--Variable.

5. SUMMARY OF THE ENEMY'S POSITION:--

a. Infantry

Our operations, since the last report of August 1, 1942, include the following:

1. Battalion problem at Braintree-Burrows Field firing range (U. S. Army) on August 2, 1942, in which all types of weapons of the battalion were utilized. Included were specially assigned units using fragmentary hand grenades and "sticky bombs". Radio communication simplified fire control.

2. Special Schools

- a. Mortar
- b. Grenade
- c. Parachute (as per American Parachute School)
- d. Geography (France and Lowland Country)
- e. Anti-tank

3. Pistol and Thompson sub-machine gun firing

The known distance pistol firing has been completed, and the combat firing with the Thompson sub-machine gun is being completed.

4. Training in the technique of scouting and patrolling.

5. Marches

a. Conditioning  
b. Problem--use of maps and compasses

6. Attacking objectives at night

7. Airborne Division Exercise "Avon" August 12 and 13

The object of this exercise was:

- 1. To practice anti-tank action
- 2. To practice the employment of air support
- 3. To practice commanders and staffs in the control of their commands.

Initiative on the part of the officers and men, anti-tank weapons, tactics in conjunction with air support, and radio communication enabled the Battalion to carry out its missions with a minimum of delay.

8. SUMMARY OF THE ENEMY'S POSITION:--

a. Combat efficiency has steadily improved and morale remains high.

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7. Not applicable.

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*William J. Esposito*

WILLIAM J. ESPOSITO  
Captain, 82nd Airborne Infantry  
S - 3

Copies:

Asst. G-3, HHCMA

Asst. G-3, II Army Corps

Maj. Gen. Warborough, Asst. G. of H., II Army Corps

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HEADQUARTERS  
2ND BATTALION, 503RD PARACHUTE INFANTRY  
A. P. O. 302, U. S. ARMY

August 30, 1942.

MEMORANDUM: Flying Instructions # 1.

I Responsibility of the Parachute Troops and the Air Corps:

A Four Stages:

- (1) Initial Stage.
- (2) Before enplaning.
- (3) Prior to jump.
- (4) After jump.

(a) Parachute Troop responsibilities:

(1) Initial Stage:

- (a) Choice of Drop Zone (DZ).
- (b) Choice of Drop Time (DT).
- (c) Requests to Maintenance for containers with chutes stating colors required.
- (d) Drawing and fitting jumpers with parachutes.
- (e) Conference giving detailed plans to Parachute Troops.
- (f) Transporting parachute troops to take off airbase to arrive not later than take off hour minus 60 minutes.
- (g) Troops to emplane not later than take off hour minus 15 minutes.
- (h) Decision before enplaning as to whether parachute troops should jump.

NOTE: Responsibilities above are those of G. O. Parachute Troops.

(2) Before Enplaning:

(a) Jumpmaster checks plane with First pilot to insure:

- (1) That red and green lights function.
- (2) That anchor cable is not frayed or too loose.
- (3) That exterior projections to rear of door are taped.
- (4) That belts are on each seat.
- (5) That ~~alarm~~ *pulling of interior lights is possible* chip alarm is working.
- (6) That no unnecessary equipment is in side to rear of the door.
- (7) That the door is off. (Except on long flights)
- (8) That ~~internal lighting~~ *all internal lighting are functioning* is in working order.

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- (b) Jumpmaster sees that container is correct one and is properly loaded.
- (c) Jumpmaster checks personnel before loading. If passage over water is contemplated he checks for life preservers.
- (d) Jumpmaster loads personnel so that odd numbers are on left and even numbers on right as the plane is entered. Jumpmaster to be aboard not later than take off time minus 15 minutes.

(3) Prior to Jump:

- (a) Jumpmaster gives crew chief list showing names of men jumping.
- (b) Jumpmaster readies men for jump when red light appears.
- (c) Jumpmaster jumps when over 20.

(4) After Jump:

- (a) G. O. Parachute troops makes provision for party to collect containers and parachutes after jump.
- (b) G. O. Parachute Troops provides party to collect equipment carried in containers.
- (c) Maintenance Officer arranges for pick up of static lines from Air Craft on return to field.

(b) Air Corps Responsibilities:

(1) Initial Stage

- (a) Approval of 20 from Air Corps point of view.
- (b) <sup>T. off time (70)</sup> Decision as to line of flight and approach to 20.
- (c) Taping of projections on Air Craft.
- (d) Functioning of red and green lights.
- (e) Functioning of internal Air Craft lights.
- (f) Functioning of abandon ship signal.
- (g) Provision of sick bags and urinal recepticals.
- (h) Provision of Air Craft for reconnaissance if later is feasible. and *Fighter Aircraft.*

- (i) Provision of advanced Met Report 24 hours before exercise or operation.

- (j) Provision of Met Report for the day and time of exercise.

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- (4) Provision of Air Craft and crew with sufficient gasoline and oil for trip to be taken.
- (1) Conference giving detailed plans to Air Craft Crew.
- (a) Decision as to whether to fly or not.
- (a) Furnishing G. O. Parashute Troops diagrams showing:
  - (1) Position of planes on take off field in order of flight elements.
- (2) Before Exploring:
  - (a) The First pilot of each Air Craft to contact the jump-master and accompany him on check of Air Craft as detailed in Paragraph 2a above.
  - (b) Pilot war engines making final mechanical check at take off hour minus 30 minutes.
  - (c) First pilot to immediately notify both G. O. Air Corps Unit and G. O. Parashute Troops if plane will not be able to fly.
- (3) Prior to Jump:
  - (a) On Ground: First pilot to start engine in sufficient time to taxi plane to take off point. Plane to reach take off point at take off hour minus 5 minutes.
  - (b) In the Air: First pilot to give (1) red light 5 minutes before DZ is reached. (2) Green light when over DZ and at proper altitude and in proper attitude for jump.
- (4) After Jumps
  - (a) Crew Chief to pull in static lines and return them to maintenance men on landing.

**II CHOICE OF DROP ZONE:**

A Drop Zone will be chosen on exercises to reduce casualties to a minimum; therefore, the following must be borne in mind when choosing drop zones:

- (a) No obstacles present such as stumps likely to cause injuries.
- (b) No power lines within 300 yards.
- (c) No water over two feet deep within a 1000 yards.
- (d) Should be easily identifiable for Air Corps Pilots. The line of flight approaching the DZ should be made as simple as possible with

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definite check points into the LZ. Approximate dimensions of field  
750 by 500 yards for platoon. 1000 by 700 yards for Company.  
1000 by 1000 yards for Battalion LZ.

- (e) Practically, it should be sufficiently far from the objective so that no enemy will be near enough to prevent the landing, yet near enough to obviate a long and tiresome march from the LZ to the objective. As a general rule the LZ should be from 1 to 5 miles from the objective.
- (f) Field officers only will select LZ. G.O. Air Corps Unit flying troops always should be consulted as to suitability of LZ from Air Corps point of view.

### III Detailed Planning:

- (a) Must be as near to planning an actual operation as possible.
- (b) Steps should be:
  - (1) Study of map and/or maps showing LZ objective and intervening terrain.
  - (2) Study of Aerial Mosaics of LZ and surrounding area, objective and intervening terrain.
  - (3) Study of sand and/or cloth models showing LZ and objective.
  - (4) The erection on actual terrain of the objective with the same relative distance from the practice LZ as real objective is from true LZ.
- (c) Detailed planning must be clearly done down to the minutest detail. Every man must know what to do and where to go on landing. He must be drilled not to engage in any scrap regardless of his previous orders, but to move without delay in order to carry out his part of the mission. The plane load and jump must be considered as similar to a truck ride. It is the action that occurs afterwards that counts.
- (d) Jumpmasters need not attend the Air Corps detail planning conference nor is it necessary for pilots to attend the parachutist detail planning conference. However, it is the duty of the G. O. Parachute Troops to inform the G. O. Air Corps Unit of the general idea of the ground maneuver. It is the duty of the G. O. Air Corps Unit to notify the G.O. Parachute Troops of the following:

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- ) SECRET )
- (1) The route to the DZ.
  - (2) Check Points along route
  - (3) Time of passing Check Points.
  - (4) The line of flight and direction of approach to DZ and the altitude of flight during approach.

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#### IV Air Photographs:

A Requests for the following Air Photographs should be made:

- (1) The DZ.
- (2) Objective.
- (3) The intervening ground between DZ and objective.

#### V Safety:

A Decisions:

- (1) Air Corps will decide whether flying can take place.
- (2) G. C. Parachute Troops before explaining will decide if jumping can be done.
- (3) Red flares <sup>red</sup> or panels on the DZ indicate "No Jumping."

#### VI Air Craft Drills:

(a) Parachute Troops will train in the following using Mock Up and planes when available

- (1) Loading.
- (2) Jumping.
- (3) Abandon Air Craft Drill.
- (4) Dealing with wounded.
- (5) Bingly Drill.

#### VII Alteration or Cancellation:

(1) Parachute Troops:

- (a) Should alteration or cancellation of exercise be necessary, the G. C. Parachute troops will notify the <sup>C.O.</sup> Air Corps Unit ~~at~~ 24 hours in advance whenever possible.

(2) Air Corps:

- (a) Should alteration or cancellation by Air Corps be necessary the <sup>C.O.</sup> Air Corps Unit ~~at~~ will notify Parachute Unit 24 hours in advance whenever possible.

EDSON E. HARRP  
Lt. Col., 503rd Parachute Infantry  
Commanding

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Appendix "A"

### BEHAVIOR OF AIR CRAFT

[illegible]

**Info**

Signature \_\_\_\_\_

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HEADQUARTERS PARATROOP FORCE  
APO 302, U. S. ARMY

2 October, 1942.

SUBJECT: Outline of Paratroop Plan for Operations "TORCH".

TO : Commanding General, 12th Air Force.

1. The Paratroop Force consisting of the 2nd Battalion 503d Parachute Infantry and the 60th Troop Carrier Group will participate in operation Torch as follows:

a. Airplanes of the 60th Troop Carrier Group will carry the combat element of the 2nd Battalion 503d Parachute Infantry from the take-off aerodrome (to be designated by the Hq. 12th Air Force) to the DZ in the Combat zone (see overlay accompanying Field Order of C.O. 2nd Battalion, 503d Parachute Infantry.

b. Paratroops will be picked up at RAMSBURY aerodrome at 1000 hours D minus 1. They will be flown to departure aerodrome "X", departing from aerodrome "X" at such a time as to allow the first waves of paratroops to be dropped at the DZ at "H" hour— 5 minutes.

c. The paratroop task force will fly from departure aerodrome to radio marker station "X" as a group. If it becomes necessary due to weather or enemy action, to disperse the Group in flight, the Group will assemble by flights, at stated altitudes circling to the left, at radio marker "X". From "X" each task force will proceed to Rebecca on signal from the Force Commander. Should weather not permit forming as a group, individual airplanes or elements will proceed direct from marker "X" to the DZ dead-reckoning, and drop paratroops. After dropping the Parachute Battalion the group will land on the emergency field at CCGAL, and/or the SABRA, and/or the vicinity of SIDI BEL ABDEL, and/or the desert area south of SAIDA. (to be determined later after further study.) After landing, combat crews will leave their airplanes and under command of the senior officer present, will take up defensive ground positions until relieved by friendly task forces. Combat crews will not leave the vicinity of their landed aircraft until relieved by friendly ground task forces.

d. (1). ~~element~~ <sup>4</sup> element of three airplanes will depart from radio marker "X" five minutes in advance of the Group. One airplane will drop 4 paratroops ~~to cut the ground communication lines:~~ <sup>to cut the ground communication lines:</sup> CHEN-TROUCHENT, the line CHEN-LINE AL ARBA-TRUCHENT, CHEN-COON ALCH, CHEN-ET TARE DU TARET-ET TARET. This plane will then return to marker "X" and fly from that point directly to TARET, landing there if signalled by ground element. Details to be announced later.

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*and drop the element of 4 paratroops (if any) at the DZ from the flight and*

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(Outline of Paratroop Plan of operation "TORCH", Par 1 d, Cont'd.)

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The other two airplanes will proceed from marker "X" to Rebecca, the second airplane landing wheels up in the area west of Tafaraoui by the light of fires from the first airplane. The first airplane will land on Tafaraoui and will keep its engines going and will endeavor to cover the noise of the approaching force by its own engine noise. It will have its navigation lights, landing lights, and cabin lights on when approaching and after landing and the commander will endeavor to impress French officers that this is a lost airplane and that there is another lost airplane in the vicinity. Airplane number 3 will land in the light of airplane one and awaits a landing. Every effort to keep French officials from becoming aware of the presence of Parachute Troops until they attack.

d. (2) ~~Alternate for three airplane elements~~

*The other two airplanes of the first element*  
1. Element depart from marker "X" with Group airplane number 3, ~~it leaves the formation and proceeds as directed above.~~ Airplane number 3, ~~with landing lights on, will remain in vicinity and land at Tafaraoui on signal from ground troops.~~

*proceed to the DZ dropping equipment and then remain in vicinity of DZ*  
2. The 2nd Battalion, 503d Parachute Infantry will move overland from the the DZ, immobilizing or destroying all aircraft at LA SENIA aerodrome, and will capture and hold Tafaraoui aerodrome until relieved by friendly ground task forces. All French communication facilities will be disrupted and immobilized.

3. The signal officer, Paratroop Force will coordinate signal plans for elements of the Paratroop Force with other units. He will be responsible for the procurement installation, and disposition of special radio navigational aids and for the coordination of all signal plans within the unit.

4. The Paratroop Force Commander requests that fighter protection be furnished the Force from airbase "X" to the limit of fighter range on the initial leg of the route.

5. The Paratroop Force Commander requests definite arrangements with carrier based aircraft for cooperation with paratroops and with grounded airplanes on "P" day.

*in vicinity dependant on signal from ground troops at H hour + 1 hour*

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# Amendment to Parachute Combat Plan.

1. The ~~"I"~~ company to be dropped will assemble in the shortest possible time and attack airborne TAF without waiting for the remainder of the battalion. "I"

a. ~~The~~ company, less one platoon will ~~attack~~ strike at key buildings (see detailed instructions, to follow), masking the plan of attack and adding to enemy confusion by infiltration ruses.

b. One platoon will attack the ~~first~~ hangars and installation ~~on~~ lying at the north <sup>end</sup> of airborne TAF.

c. C.O. Co "I" will by prearranged signal recall <sup>troop carrier</sup> air craft to TAF. The landings will be aided by ~~planes~~

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specialty trained

placed on the field by a  
detachment from the platoon  
attacking the north end of TAF.

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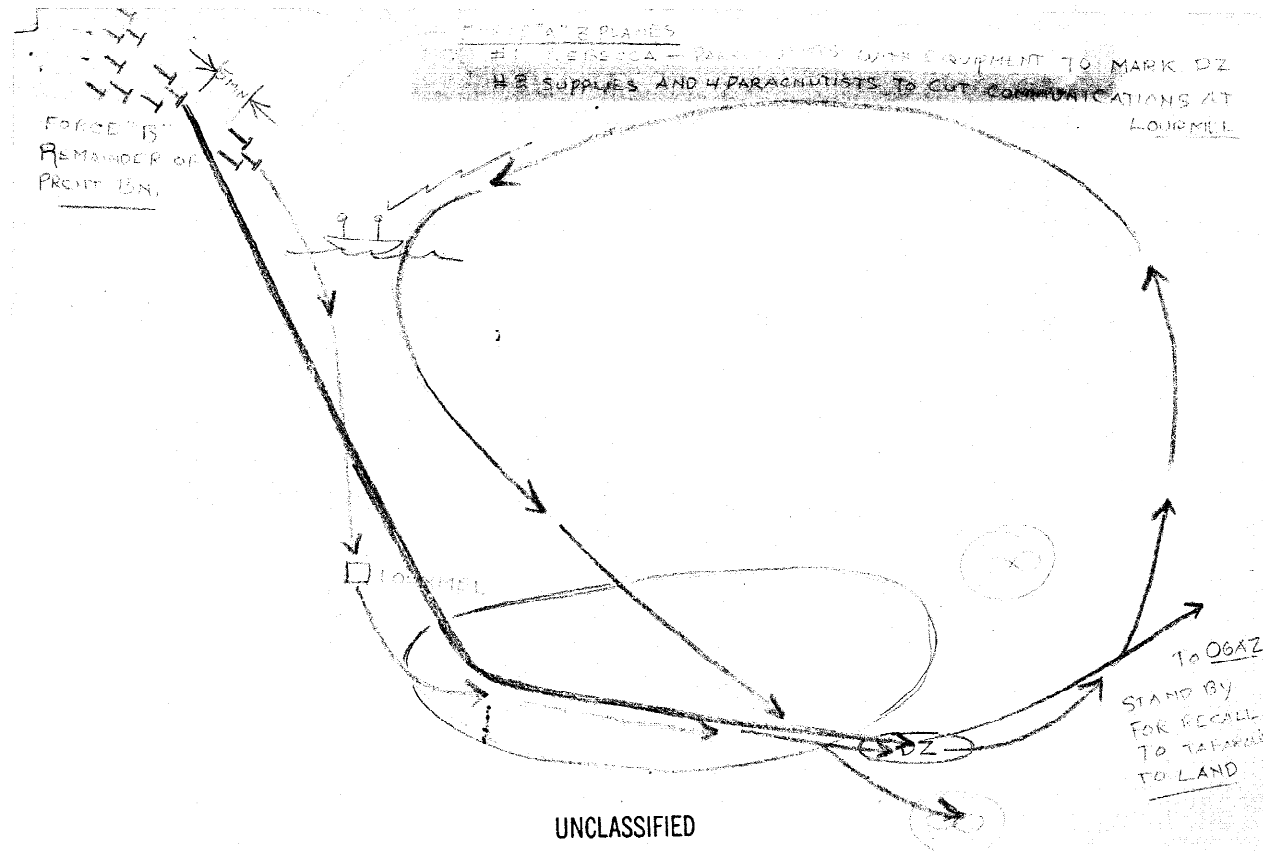
#1 Rebecca  
5 paratroopers to mark DZ  
3000 LBS Supplies

#2 4 Paratroopers  
to help mark DZ  
3000 LBS Supplies

#3 4 paratroopers  
for cutting commun-  
ications of Low level  
3000 LBS Supplies

5 min

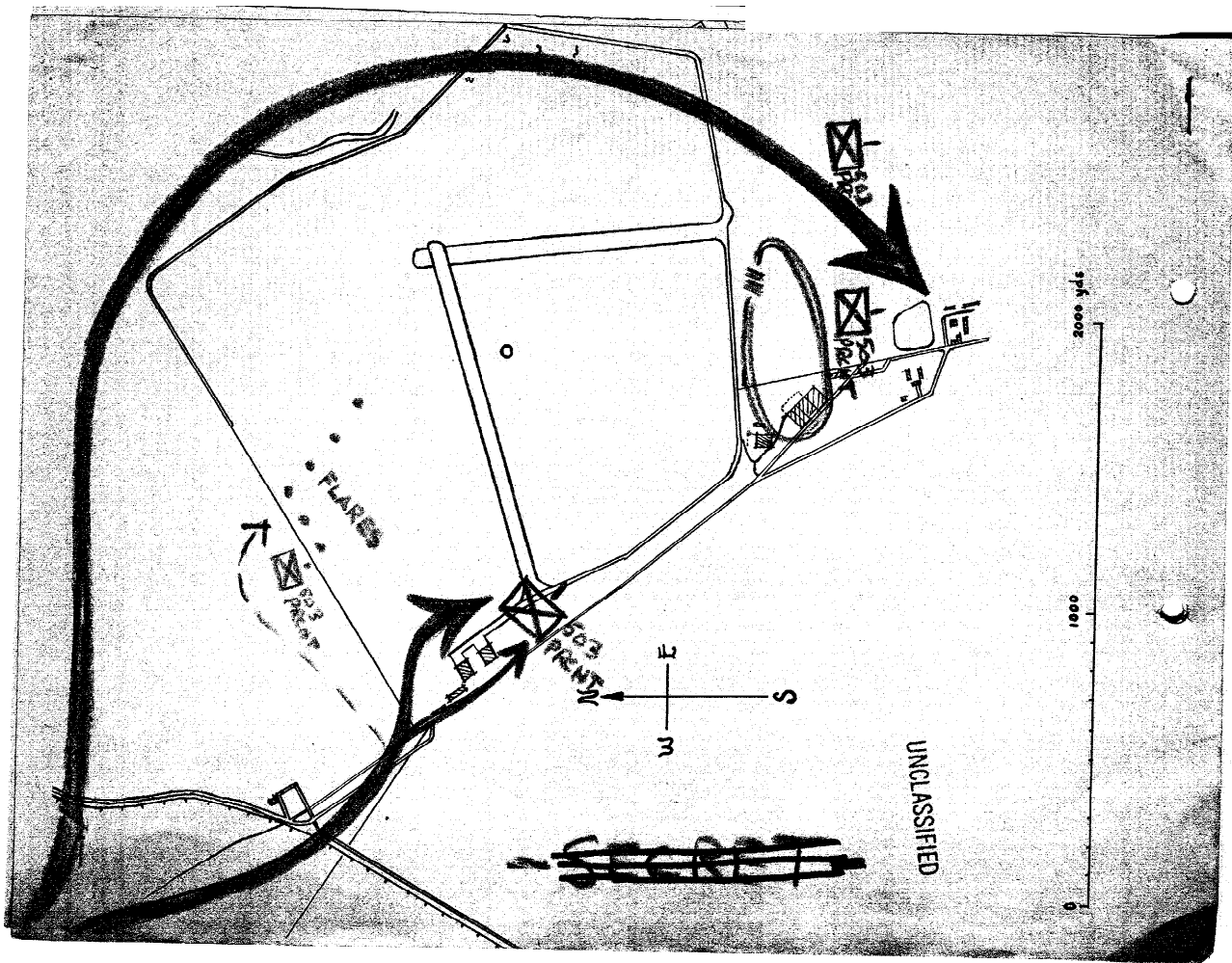
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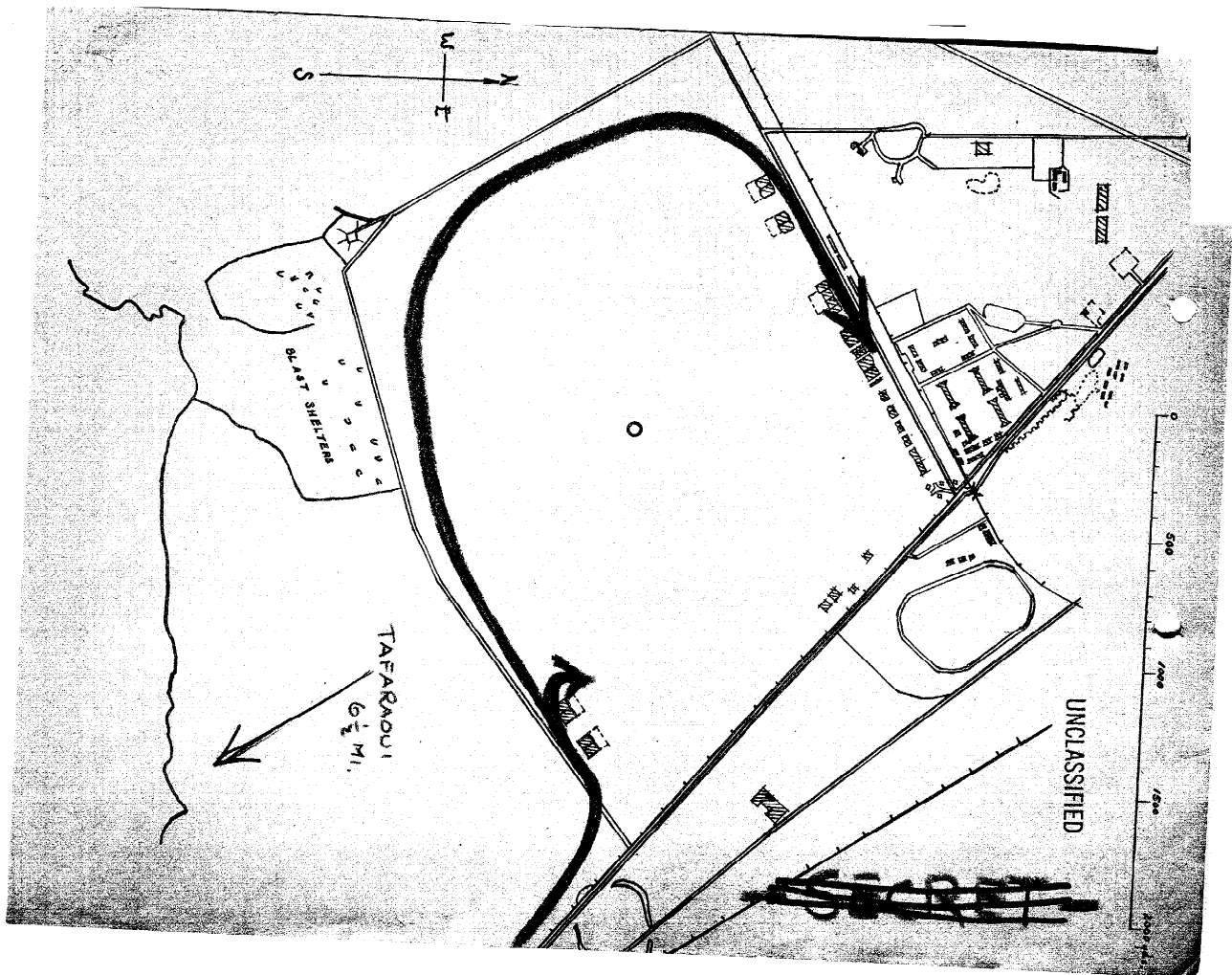


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*McGee*  
*you*  
#51

~~TOP SECRET~~

HEADQUARTERS PARATROOP FORCE  
APO 302, U.S. ARMY

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11 October, 1942.

SUBJECT: Diversion Attack on French Coast.

TO : Commanding General, 12th Air Force,  
APO #512, US Army.

In connection with the Paratroop plan in Operation "TORCH", it is requested that a bombing attack be made on Brest and vicinity at about 1600 hours "D" Day to screen the departure of the Troop Carrier Airplanes for the Combat Zone.

For the Commanding Officer:

M. P. YARBOROUGH,  
Major, Infantry,  
Executive.

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HEADQUARTERS PARATROOP FORCE  
APC # 302, U. S. ARMY

13 October 1942.

MEMORANDUM:

TO : Lt. Col. E. D. RAFF,  
Hq., 2nd Btn.  
503rd Parachute Inf. Bn.

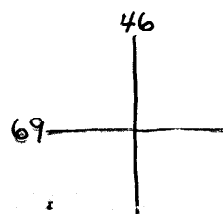
1. Herewith eight (8) mosaics showing your "DZ" and both objectives.
2. Note position of "Rebecca" with respect to pattern.
3. Dotted oval marked I shows old "DZ" which would have allowed "Rebecca" to be hidden in the Arroyos and would have placed the unit to assault airdrome "A" closer to its objective.
4. Dotted oval marked II would allow of an unopposed descent and would have the advantages listed under paragraph 3 above.
5. If you want to change "Rebecca" tomorrow will be the last chance.

W. P. YARBROUGH,  
Major, Infantry,  
Executive.

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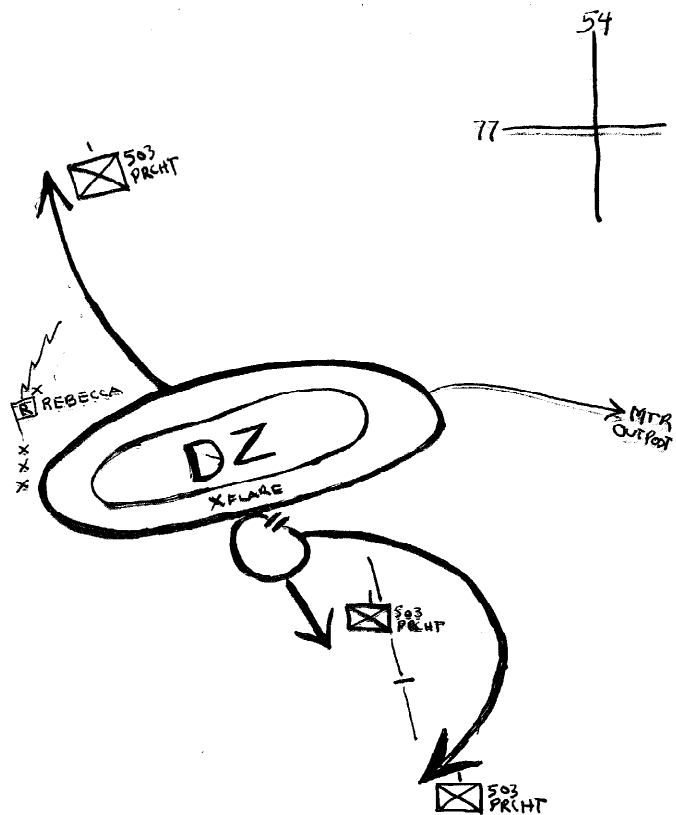
~~SECRET~~





ALT.  
FLARE  
POSITION

A bracket groups four 'X' marks to the right of the text.



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HEADQUARTERS PARACHUTE FORCE  
AFG # 302, U. S. ARMY

12 October 1962

SUBJECT: Take Off Airports for C-47's.

TO : Commanding General, 12th A. F.

1. The following report is submitted as a result of information obtained by Capt. Oberdorf, who represented the 6th Troop Carrier Group on an inspecting party for suitable "take-off" airports for mission "B. CH".

2. The following airports were visited and inspected.

- a. Chivnor
- b. David-Stowe
- c. St. Eval
- d. Pl. Heath
- e. Fredonack
- f. Exeter (from the air only)
- g. Burn
- h. Isley.

3. Because of the type of mission assigned, the time for execution, and the limited venue of C-47 type airplanes, it is of necessity that only those airports nearest to the objective be considered as a suitable take-off airports for the Paratroop Force. Therefore, of the above airports visited, only the following should be considered as usable:

- a. Port Heath
- b. St. Eval
- c. Fredonack

4. Port Heath is considered the most favorable of the three airports mentioned. With the exception of Fredonack, it is the nearest departure point to the objective. There are four runways, three of which would be satisfactory for safe operation. Prevailing wind from S.W. and N.W..

East-West	1400 yards (will be 1400 ft.)
North-East-Southwest	1230 yards
Northwest-Southeast	1150 yards
North-South	950 yards (could be used for parking)

The approaches are all very good, and the altitude of the field being only 360 feet would permit departure with low clearances. There are at present 9 gasoline trailers available with 100 octane gasoline.

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\* 1 \*

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There are 24 hard standings available for dispersing. The entire airdrome off the runways is grass sod, well drained, and suitable for parking.

Although there are not sufficient quarters for a large number of officers and men, there is sufficient room to put the force under canvas.

Adequate transportation will be available, if needed, and communications, although being improved at present, are workable.

This airdrome is at present the briefing point and departure airdrome for the crews and planes of the 60th Troop Carrier Group who are conducting periodical training flights to Gibraltar. A large number of the pilots should, therefore, will be already familiar with Port Heath before "TORCH" becomes effective.

5. St. Eval, although 35 miles farther from objective than Port Heath is considered suitable for C-47's in connection with the same mission.

There are three runways, two of which are considered safe for take-off with heavy load.

Northeast - Southwest	1900 yards
Northwest - Southeast	910 yards (will be 1600 yards)
North - South	900 yards

The approaches are all good. The prevailing wind is N.E. - S.W. Field elevation is 300 feet.

The servicing is adequate with 100 octane fuel.

The communications are good, and adequate, transportation will be available if needed.

There are no hard-stands available for parking with parking off the runways being estimated as having space available for 25 C-47's. There will be approximately 38 C-47's in the mission. Because of the necessity for all leaving from the same place, any congestion may result in delayed take-off.

Quartering and messing could be made available to the entire Paratroop force in two nearby hotels that are occupied at present, but would be turned over for our use if necessary.

6. Predannack Airdrome is the nearest point to the objective. The approaches are all good with three runways available for use, and one for parking.

Northeast - Southwest	1750 yards
East - West	1400 yards
North - South	1400 yards
Northwest - Southeast	1000 yards (parking)

No parking available off runways, and no hard stands available. The perimeter track could be made available for parking.

The Station Commander objects to airplanes being parked on the runways during daylight hours for reasons of attracting the enemy.

Service is available with 100 octane fuel.

Communications are favorable and transportation can be made available if necessary.

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There are no facilities for quartering or messing a large number of officers and men, although there is adequate space for putting up tents for the entire force.

7. In view of the above characteristics, it is recommended that Port Heath be designated as the take-off airdrome for the Paratroop Force.

8. Permission is further requested, to land on Port Heath Airdrome with the entire 60th Transport Group on at least two separate occasions prior to "D" day for counter intelligence purposes.

For the Commanding Officer,

W. P. YARBOROUGH,  
Major, Infantry,  
Executive.

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#52

HEADQUARTERS PARATROOP FORCE  
APO 302, US ARMY

UNCLASSIFIED

12 October, 1942.

SUBJECT: Fighter Sweep vicinity Brest and Bardeaux.

TO : Commanding General, 12th Air Force,  
APO 512, US Army.

In connection with the Paratroop Plan Operation "TORCH", it is requested that fighter sweeps in the vicinity of Brest and Bardeaux be made between the hours of 1530 and 1900 on "D" day.

For the Commanding Officer:

S. P. YARBOROUGH,  
Major, Infantry,  
Executive.

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HEADQUARTERS PARATROOP FORCE  
AIG 302, U. S. ARMY

UNCLASSIFIED

11 October, 1942.

MANEUVER MEMORANDUM:

NUMBER..... 1:

1. A tactical exercise "Geronimo" will be held in the vicinity Salisbury Plain on 21 October, 1942, the following units to participate:
  - a. Headquarters Paratroop Force.
  - b. 60th Troop Carrier Group.
  - c. 2nd Battalion 503d Parachute Inf. (now attached to 1st Army Corps).
2. The exercise will involve a simulated night Parachute attack upon two aerodromes for the purpose of immobilizing aircraft thereon and preparing one aerodrome for defense against ground attack.
3.
  - a. A tactical plan for the operation will be drawn up by C. C. 60th Troop Carrier Group and submitted to C.C. Paratroop Force not later than 1200 hours 17 October, 1942. (See Para 22-92 inclusive AFM 21-35).
  - b. A copy of the tactical plan prepared by the C. C. 2nd Battalion 503d Parachute Infantry will be submitted to this Headquarters for file with other records of the exercise.
4.
  - a. Thirty-eight airplanes of the 60th Troop Carrier Group will be spotted on Ramsbury Aerodrome by 1200 hours, 21 October, 1942.
  - b. The C. C. 60th Troop Carrier Group will submit to the C. C. 2nd Battalion 503d Parachute Infantry not later than 1200 hours 20 October 1942, a diagram showing where each airplane will be spotted, the number of each airplane, the name of each pilot, and the amount of weight per airplane, available to the Paratroop Commander.
  - c. Paratroops will actually load into all airplanes with complete equipment but will unload prior to the take-off.
  - d. Airplanes will take-off 1/2 hour before dark on 21 October, flying on a course which will cause them to arrive over the B2 by 1900 hours.
  - e. Upon arriving at the B2, 12 dummies will be dropped with flashlights attached.
  - f. After dropping dummies all aircraft with the exception of three, will return to Aldermaston, and land.

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Maneuver Memo #1, Cont'd.

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g. The three aircraft mentioned above, will land by flares on an airport to be designated.

h. C. O. 2nd Battalion 503d Parachute Infantry will submit to C. O. 60th Troop Carrier Group the following information prior to 0800 hours 20 October, 1942:

- (1) Number of men to be transported.
- (2) Average weight fully equipped.
- (3) Weight of supplies to be transported.
- (4) Loading plan showing units or groups in each airplane.

i. The signal officer, Paratroop Force, will make necessary arrangements for the employment of a homing device at the drop zone.

j. The C. O. 2nd Battalion, 503d Parachute Infantry will secure necessary permission to operate over Salisbury Plain.

k. The C. O. 60th Troop Carrier Group will make necessary arrangements for night flying, and use of the aerodrome mentioned in par. g, above.

l. The intelligence officer Paratroop Force, will secure and distribute maps necessary for this problem.

5. The entire exercise will be carried on in as realistic a manner as possible, every effort being made to simulate actual combat conditions

By order of Colonel BENTLEY:


WFI/aje.

R. P. YARBROUGH,  
Major, Infantry,  
Executive

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ALLIED FORCE HEADQUARTERS  
September 17, 1942

 FILE COPY

MEMORANDUM FOR COLONEL W. G. BILLY, AIR SECTION:

Reference your request to have one of the American vice-consuls take a radio suitcase to the area west of the Oran airport on "D" Day. I discussed this matter with Mr. "M" last night. He will arrange it providing he gets the necessary detailed instructions.

Please keep General Matofka informed as to your tests.

DAVID W. CLARK,  
Major General, U. S. Army,  
Deputy Commander-in-Chief.

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QUESTIONS re OPERATION "TORCH".

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Defenses.

1. How many armored fighting vehicles are in the vicinity, what types, where located? Are they manned continuously? Where do the crews live? Location and type of other motor vehicles - are ignition keys ordinarily left in vehicles? Where is fuel stored?

2. Location (show on aerial mosaic) of pill boxes. What kind of weapons do they contain? Are they manned continuously?

3. Location of artificial obstacles, types, are they covered by A.W. fire? Mention fences of all types. Plans for placing movable obstacles on field in case of alert against airborne attack.

4. Air raid warning system - where are sirens controlled from? Where are sirens or other warning devices located?

e. Locations of automatic weapon emplacements and other weapons? Are they manned continuously?

f. Location of barracks housing troops available for defense of air-drome, how armed, plans for meeting airborne attack, how alerted. How long (estimated) would it take them to reach areas to be attacked?

g. Guard system, how many, how armed, when posted, samples of guard orders showing guard areas.

h. Location of commanders quarters, office. Names, photographs, descriptions of unit and key commanders.

i. Morale of defenders.

j. Where are:

Ammunition dumps.  
Food supplies.  
Medical supplies.  
Hospital facilities.

How are the above guarded?

Installations and Terrain.

1. Where are the following (locate on mosaic):

2. Operations offices.  
3. Water pumping station or reservoirs.

4. Electrical power lines and terminals.

5. Locate water main shut-off valves.
6. Main telephone trunks showing size of cable, height from ground, or if buried, depth, and location of junction boxes or terminals. Where is telephone switchboard?
7. Radio control equipment, type, where located, security, how to put out of commission temporarily.
8. Road signs - samples. Names of main roads.
9. Signs on buildings.
10. Description of surrounding terrain - trees, jagged rocks, color of ground - (brown, green, mottled, etc.)
11. Description of each building and recognizable installations shown on aerial mosaic. (Locations on aircraft control building)

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3. Meteorological Data.

- a. Wind rose for this area. *at time of drop*
- b. Average velocity for this time of year.

4. Aircraft.

- a. Approximate number which are to be found there, types, are cockpits usually open or are canopies habitually locked? Are any airplanes prepared for demolition by the pilot? Are guns habitually kept loaded?
- ~~b. Nearest enemy airdromes from which enemy can attack our positions.~~

5. 5th Columnists.

- a. Are any available to point out vital installations? How recognized, where will they be found.

6. Photographs.

- a. Of key buildings and of distinctive landmarks so that models may be made. *Oblique or ground perspective*
- b. Aerial mosaics of as large a scale as possible covering an area at least two miles square around each objective, available in numbers as follows:

For transports, one set per two pilots - 13

Three sets per parachute company - 12

Total - 25

Plus sets for bomber and fighter elements.

7. Miscellaneous.

- a. Morale of defenders.
- b. Location of prison or guardhouse.
- ~~c. Means of recognizing dropping zones at night.~~

W. P. ~~W~~ BARNBROUGH,  
Major, Inf.  
Asst. G-3.

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On ) Sept. 17, 1942.

~~SECRET~~

Memo for Major Edwards  
From Rounds and Knight.  
Subject: Tafaraoui Aerodrome.

UNCLASSIFIED

The aerial mosaic is returned herewith. The letts which have been inked in indicate the locations of:

- B. Barracks for the students.
- H.Q. The commandings officers headquarters.
- G.H. The guard house.
- O. M. Officers Mess.
- B. H. The two bomber hangars. It is believed that only the northern one is used for planes at the present time.
- A. H. Auxiliary hangars which can be used for planes but which at the present are used for making repairs and for the storage of Gasoline and fire trucks.
- A. "Alveoles" These are earthworks dug into the ground. The earth which has been removed is used for parapets around the sunken area. These are used for the protection of grounded planes in the case of bombardment to protect the planes from anything but a direct hit.
- F.H. Two fighter hangars.
- M.S. Work shops and repair shops.
- R. The three radio trucks. One is usually next to the Headquarters Building, another next to the bomber hangars and the third next to the fighter hangars.

We are reliably informed that there is no other radio equipment at Tafaraoui other than these three trucks.

\*\*\*\*\*

OTHER PERTINENT DATA ABOUT TAFARAOUAI AERODROME.

- a/ - It is under Navy command, being a school for Navy flyers..
- b/ - The ground defense of the field is exceedingly weak: 1 company of Moroccan "Tirailleurs" with their three light machine guns. It is reliably reported that the Navy has no arms of its own at this field. Recently the commanding officer at the field asked for three armored cars but as of a few days ago this request has not been granted.
- c/ - There are guards stationed at night around the perimeter of the field (about every 60 meters.)
- d/ - The water supply is adequate for a distinctly larger force than is now stationed there.

NOTE: Mosaic referred to in 309.

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TAFARAOUI  
(LARTIGUES)  
(Aer.)

35° 32' 23" N.  
0 32 02 W.

181 (50,000)

1,800 x 1,500  
(approx)  
2 runways (1,100  
yds.) u/c.

Local Position.

12 1/2 miles S.E. of ORAN, 3 1/2 miles N. by W. of village of TAFARAOUI.

Remarks.

4 hangars. 2 (160 x 100 ft.) on W. boundary (N.W. corner), 2 in S.W. corner, and various buildings including a probable M.T. shed to N. of hangars on W. side. All have concrete aprons and those in the N.W. corner are connected by taxi track to the E - W. runway. There are barracks to the S. of the hangars in the S.W. corner. There are 2 runways u/c, one E - W the other N - S; the 2 will join when completed, forming an inverted and reversed "L". Concreting of the E - W runway was proceeding on 15/12/41. There are taxi tracks u/c along the W. and S. boundaries. Considerable constructional activity was noticed at this aerodrome on 15/12/41. It was reported in October 1941 that this aerodrome is a "Base Aero-Maritime" and that a Fleet Air Arm unit is (or will be) based there. Dewoitine 520's and Glenn-Martins were reported there.

The road N. from TAFARAOUI to the main AERIAL - ORAN road passes close to the W. boundary of the aerodrome. This road from TAFARAOUI also connects up with the Route Nationale ORAN - MASCARA. The main ORAN ALGIERS Railway is 2 miles N. of the aerodrome. (PHOT.) There is a possible satellite L.C. (See below).

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TAFAROUT  
(Possible  
satellite  
L.G.)

35°30'50" N.  
0 33 48 W.

181(50,000)

See "Remarks".

Local Position.

2 1/2 miles S.W. of Aerodrome, 3 miles N.W. of village of  
TAFAROUT.

Remarks.

There is a black painted strip (N.N.E./W.S.W.) measuring 2,100 x  
50 yards, with a circle (black) at its E.N.E. end. The exact purpose of this  
strip is not known, but it may indicate the extent of the landing area, which  
is not marked in any other way. Signs of track activity on either side of  
this strip were noticed on 3/10/41. PHOT.

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ORAN/LA SENIA  
(Aer.)

35°37'52" N.  
0 36 50 W.

153(50,00)

2,000 x 1,300  
(approx.)  
Runways (see  
below)(295 ft.)

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Local Position.

5 1/4 miles S.S.E. of ORAN, 1 1/2 miles S. by E. of LA SENIA.

Buildings.

Military buildings are grouped along the N. N. W. side and consist of 1 very large double hanger (with subsidiary buildings on each side), 4 large double hangers and 6 small double hangers; garage, control tower, quarters and extensive barracks. The quarters and aerodrome offices are outside the N.W. corner of the aerodrome. Civil buildings etc. along N.N.E. side consist of 2 large and 1 small hangars; there are 2 further hangars on the S.E. boundary (the latter hangars and the military hangars have concrete aprons).

Equipment.

Full facilities exist including W/T. Aerodrome lighting has been projected and may now be installed.

Surface.

Good but somewhat rough, all-weather but muddy and slippery in parts after rain. There is a soft patch on W. side and the S.W. corner is near the lake and may be liable to flood. There is an asphalt runway 400 x 40 yards (approx.) which runs W.S.W. from near the civil hangars. A new runway (800 yards?) is under construction near the S.E. corner.

Defences.

There are A.A. batteries to N. and S. of aerodrome and Anti-Parachute M.G. batteries at 5 points around the aerodrome; also trenches and pill boxes have been reported.

Dispersal area and bomb stores.

Blast shelters are under construction round the S.W. corner of aerodrome. There is a bomb dump to S. of aerodrome.

This aerodrome has recently been used as a base by Bloch reconnaissance a/c, Lioré 45 bombers, also by Dewoitine 520 and Curtiss fighters. German a/c have refuelled here.

Communications.

The ORAN - GENYVILLE road forms the E. boundary of the aerodrome while the ORAN - TENOUCHEMENT Railway runs along the N.W.W. boundary; nearest station HAMMAN HALT (1/2 mile). (PHOT.)

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Amendment List No. 2 to Aerodrome List dated 1/1/42.  
ORAN/LA SENIA  
Aer.

Dimensions now 2,400 x 1,800 yds. Runway 600 x 40 yds. (no further information about possible 2nd Runway). Perimeter lighting installed. The W/T station is 2 miles to NNW. There is an Adcock D/F Station at SW. corner. A stores dump 1 1/2 miles N. by W. may be for Ammunition or Fuel. There are approximately 36 open A/C shelters outside the SSW. corner, near the shores of the Lake. There are heavy A.A. positions 1 1/4 miles to W. and 2 miles to SE, on the centre of the Aerodrome; also a light A.A. position 1 1/4 miles N. There is a M.G. nest just S. of the A/C shelters. On the edge of the Lake, 1 1/4 miles S. is a possible gun position.

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LA. S. 5½ m. SSE Or.  
2400 x 1800 yds., Alt. 229 ft.  
16 Hangars, barracks, etc.  
road and railroad  
AA defences

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TAP. 12½ m. SE Or.--16 m. SSE Or.  
1850 x 1300. Satellite LG 2½ m. SW

4 H AA 1800 yds. SSE of SE hangar.

LAA--screen of M.G.'s N & S of R.R.  
N & W of LA S, & E of LA S.  
Value Rd. (S of & at Police Post  
just below SE corner of aerod.

2 L AA 1200 yds N of N perimeter of  
La S in Rd. junction triangle E  
of La S cemetery S of La S

Searchlights & sound loc.

AA 4 - 3" (75 mm) with m. &  
heavy m.g.'s S of La S & E  
of La S--Value Rd.

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26 August 1942

UNCLASSIFIED

MEMORANDUM: For G-2.

TO : London Planning Group.

1. Request the following information be furnished this office as soon as practicable:

a. A complete physical description including diagrams and photographs of each of the following types of airplanes now in use by the French Air Force:

1. CAUDRON 445
2. CAUDRON 635
3. BLOCH 174, 81
4. BLOCH 176, 160
5. MORANE 230
6. MORANE 315
7. POTEZ 63/4, 540, 630, 29
8. AMIOT 143
9. DOUGLAS DB-7
10. LEO 451
11. DEVOITINE 420
12. CURTISS 475
13. HARRIOT 406
14. POTEZ 585, 435
15. CAPROUI 164
16. CAUDRON 480
17. CAUDRON CUGION
18. CAUDRON PHOLEON
19. MOTH LEOPOLD
20. MOTH HORNET
21. CAUDRON LUCIDE

W. P. YARBOROUGH  
Major, Inf.,  
Asst. G-3.

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HEADQUARTERS PANAMA COI FORCE  
AFC 302, U. S. ARMY

UNCLASSIFIED

10 October, 1942.

SUBJECT: Purchase of Special Equipment.

TO : 2nd Lieutenant ANTHONY G. MINARCHI, C-443422.

1. It being necessary to the military service, you are authorized and directed to purchase all items, not standard articles of equipment, needed to properly carry out your secret mission.
2. Expenditures for such items to be charged to WD GA5 F 444-08 A 0502-23. Vouchers pertaining to such purchases will be filed with the Commanding General, Service of Supply, due regard being given to security in this connection.

By order of Colonel BENTLEY:

M. P. YARBROUGH,  
Major, Infantry,  
Executive.

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~~CONFIDENTIAL~~

HEADQUARTERS PARATROOP FORCE  
A. P. O. 302

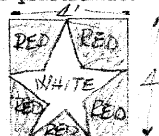
UNCLASSIFIED

13 September 1942

SUBJECT: Procurement of Identification Panels.

TO : Major Wilkinson, Ord. Services of Supply.

1. By authority quoted in the attached extract directive, request that 25 identification panels of the following design and size be procured as soon as practicable:



2. The panels should be made of extremely light weight cloth such as cheesecloth, or salvaged sheeting.

3. The red background may be painted or dyed with a spray gun.

4. The design, the purpose, and the destination of these panels are to be regarded as CONFIDENTIAL.

W. C. KENTLEY,  
Colonel, A. G.  
Commanding.

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HEADQUARTERS PARATROOP FORCE  
A. P. O. 302

13 September 1942

UNCLASSIFIED

MEMORANDUM

TO: General Browning.

1. In connection with the operation "TORCH", the Paratroop Force would like to obtain the following:

- a. 200 ~~75~~ Hawkins Grenade Mines.
- b. 500 Gamma ~~6~~ Grenades
- c. 12 motorcycles, folding, airborne
- d. 3 Homing Beacons
- e. 4 Navy Beacon Lamps

W. C. BENTLEY,  
Colonel, A. G.  
Commanding.

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5 September 1942

Memorandum To: Colonel Bentley.

1. The following items of equipment should be drawn or otherwise procured immediately for use in connection with operation "Torch".

5 ✓	S.C.R. 536-A Complete	} Of the S.C.R. 536A's on hand, eight (8) are not in working order. It is requested some provision be made for their repair or exchange for new ones.
6 ✓	S.C.R. 511	
2 ✓	S.C.R. 288	
2	Telephone ER-8-A	
5 1/2	Assault Wire w-130	
3	Mortar 81 MM, M-1, Complete with mount, base plate, sight, spare parts and accessories.	
22	Rifle, U. S. Cal. 30 M 1903 Complete with accessories.	
546	Belts, pistol or Revolver, M 1936 or 1912.	
75	Carriers, Wire Cutters M 1938	
75	Cutters, Wire, light M 1938	
lbs. 740	T.N.T. (In 1/2 lbs. blocked)	
1480	Caps, blasting Electric and Non Electric	
ft. 200	Fuse, Time	
ft. 200	Cord, Detonator	

✓ 150 #75 Hawkins Grenade Mines (British) ✓  
✓ 500 Gammon No. 6 Grenades (British) ✓  
500 Smoke Grenades  
2000 rounds Verrey Pistol Ammunition (Assorted)  
120 Verrey pistols  
✓ 12 Motorcycles, folding, (British Airborne)  
✓ 3 Light automobiles, British 3 wheeled  
7 1/2 150 Panel markers (white star on red field)  
3 British Homing Beacons  
2 AF 4 British "Mann" Beacon Lamps ✓  
4 Flame throwers complete  
RFP 500 Dummy parachutists, (5 foot canopy)

Major Yarborough

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HEADQUARTERS PARATROOP FORCE  
A.P.O. 302.

16 September 1942

SUBJECT: Supplies to be shipped September 16, 1942, D-1 Convoy.

TO : Assistant Chief of Staff, (G-4), Headquarters II Army Corps.

1. Request the following equipment be placed on D-1 ship marked for the Paratroop Force.

(a) Transportation

4-Jeeps.

1-3/4 Ton Truck.

(b) 50% Replacement of Weapons.

(c) 50% Replacement of Signal Equipment.

(d) 3 Blankets and 1 Comforter per man (571 E.M.).  
1 Officer Bedding roll per officer (39 Off.).

2. It is understood that Food, Ammunition, and General Supplies will be furnished this Organization through II Army Corps after contact is made in the combat zone.

For the Commanding Officer:

W. P. YARBOROUGH,  
Major, Inf.,  
Executive Officer.

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FINANCE SERVICE PLAN  
XII AIR FORCE SERVICE COMMAND

UNCLASSIFIED

7 October, 1942.

E X T R A C T

(2) Personnel traveling via Air Transport: The Commanding Officer of these movements should designate an officer in each unit to collect all British Bank of England Notes and coins from the individuals in their respective units before their departure from the United Kingdom. Lists should be prepared showing the name, rank, serial number and amount each individual turned in and two copies of this list should be turned over to the Assistant Finance Officer XII AFSC, Major Arvel R. Ricketts, FD, with currency. Two other officers in each unit should be designated as alternates and they should be furnished with one copy of the lists.

Upon arrival in the New Theater one of the officers in each unit may present their copy of the list to any local finance officer, who will reimburse the total amount, after clearance has been obtained from Major Ricketts or the Finance Officer, XII AFSC, who will also be located in the New Theater. The reimbursement will be made in Special U.S. currency and coin.

s/C. W. BEALS,  
Major, F.D.  
Finance Officer

A TRUE EXTRACT COPY.

*W. P. Harbrough*  
W. P. HARBOUGH,  
Major, Infantry,  
Executive, Paratroop Force.

UNCLASSIFIED

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~~SECRET~~  
HEADQUARTERS PARATROOP FORCE  
APO 3C2, U.S. ARMY

17, October, 1942.

MEMORANDUM:

UNCLASSIFIED

TO : Commanding Officer, 60th Troop Carrier Group;  
Commanding Officer, 2nd Bn., 503d Parachute Inf.

Date and place of compliance herewith will be given later  
from this headquarters.

For the Commanding Officer:

M. P. YARBOROUGH,  
Major, Infantry,  
Executive.

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~~SECRET~~  
DRG/302

~~SECRET~~  
10th October, 1942.

To : UNCLASSIFIED

From :

Colonel Roberts,  
Room 508,  
Cumberland House,  
Gt. Cumberland Place, W.1.

Lt. Colonel D.R. Guinness,  
R.E.,  
M.O.I. (S.P.),  
War Office, S.W.1.

- 
1. I am sending herewith 10 red 5-minute flares as will be used for marking your dropping points.
  2. As soon as our instructions are approved by A.F.H. I will send you extracts covering the lighting of flares.

*D. Guinness*  
D. Guinness

NOTE: FRANKLIN ENL.

Extr. 2865

Any communications on the subject of this letter should be addressed to:-

THE SECRETARY

and the following number quoted:-

Our Reference R.D.T.2.(f)

Your Reference.....



MINISTRY OF AIRCRAFT

PRODUCTION,

R.D.T.2.(f)

MILLBANK,

S.W.1.

7th October, 1942.

For the attention of Major Yarborough.

The Officer Commanding,  
U.S. Army Air Corps.,  
1, Great Cumberland Place,  
London.

Sir,

Dummy Parachutists.

I have the honour to refer to your request for the supply of the above equipment. Your requisition has been passed through to the Supply Branch who are taking action for the manufacture and despatch. In the meantime, one of these dummies has been requisitioned from R.A.F. Station, Netheravon, as a sample for your inspection.

I have the honour to be,

Sir,

Your obedient Servant,

*Albrecht*

(Flt. Lt. Albrecht)

R.D.T.2.(f)

for Director of Technical Development.



TELETYPE: FRANKLIN 2211.

Extn. 2024

Any communications on the subject of this letter should be addressed to:-

THE SECRETARY  
and the following number quoted:-



MINISTRY OF AIRCRAFT  
PRODUCTION,

R.D.T.5,  
MILLBANK,  
S.W.1.

~~SECRET~~

UNCLASSIFIED

7th October 1942.

Headquarters,  
U.S.A. XII Air Force,  
A.P.O.512.

For the attention of Col. Bentley

Sir,

With reference to Unit Requisition No. 16, dated 15.10.42, arrangements are being made for the supply to you of 200 parachutes and dummies to drawings AFE O/35 and O/36. It was understood in telephone conversation with Major Yarbrough that your Department will collect the articles. You will be informed later when they are ready for collection.

At Major Yarbrough's request the quantity has been amended

/from





from 500 to 200.

I am, Sir,  
Your obedient Servant,

A handwritten signature in cursive script, appearing to read "H. Lowell", with a horizontal line drawn through the middle of the signature.

for Director of Technical Development.

- (X in tank -) (S)

# 75 Hawkins Grebe male  
2 LBS

Hawking Grebes  
(Hawking?)  
Painted Grebes

1500 Beacon for ground  
air - ground - in calling attention  
to pencils

Very cold should not detail  
recognition of color of floor.  
Very lights air - ground.

~~SECRET~~

UNCLASSIFIED

5 September 1942

Memorandum To: Colonel Bentley.

1. The following items of equipment should be drawn or otherwise procured immediately for use in connection with operation "Torch".

5	S.C.R. 536-A Complete	} Of the S.C.R. 536A's on hand, eight (8) are not in working order. It is requested some provision be made for their repair or exchange for new ones.
6	S.C.R. 511	
21	S.C.R. 288	
2	Telephone EE-8-A	
5 1/2	Assault Wire w-130	
3	Mortar 81 MM, M-1, Complete with mount, base plate, sight, spare parts and accessories.	
22	Rifle, U. S. Cal. 30 M 1903 Complete with accessories.	
546	Belts, pistol or Revolver, M 1936 or 1912.	
75	Carriers, Wire Cutters M 1938	
75	Cutters, Wire, light M 1938	
lbs. 740	T.M.T. (In 1/2 lbs. blocked)	
1480	Caps, blasting Electric and Non Electric	
ft. 200	Fuse, Time	
ft. 200	Cord, Detonator	

150 #75 Hawkins Grenade Mines (British)  
500 Gammon No. 6 Grenades (British)  
500 Smoke Grenades  
2000 rounds Verrey Pistol Ammunition (Assorted)  
120 Verrey pistols  
12 Motorcycles, folding, (British Airborne)  
3 Light automobiles, British 3 wheeled  
150 Panel markers (white star on red field)  
3 British Homing Beacons  
4 British "Mann" Beacon Lamps  
4 Flame throwers complete  
500 Dummy parachutists, (5 foot canopy)

Major Yarborough

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

1. Blackbird - Paratroop have been dropped.
2. Duck - Paratroops have been dropped. Cannot find airport.
3. Robin - Paratroops have landed successfully and have established contact with radio equipped planes in air.
4. Crane - Two radio equipped planes are about to attempt crash landing.
5. Stork - Two radio equipped planes have landed.
6. Night Owl - Mission completed at LA SENIA.
7. Seagull - Impossible to complete mission at LA SENIA.
8. Eagle - Mission complete at LA SENIA except hangars you bomb hangars. A direction either north, south, or east will follow code word, EAGLES, to indicate which which row of hangars have not been entered by Paratroops and must be taken care of by the Navy.
9. Woodpecker - ON YAFARAGUI and am holding it successfully.
10. Crow - Impossible to hold YAFARAGUI.
11. Booster - \_\_\_\_\_ airplanes have landed at \_\_\_\_\_.  
Number to indicate total number of planes and a geographic location or numbers to indicate map coordinates will follow code word Booster.
12. Sparrow. - Have secured field at \_\_\_\_\_ Reconned Pursuit come in. Have \_\_\_\_\_ gallons of gasoline.  
A Geographic location of airport and a number to indicate gallons of gasoline on hand will follow code word Sparrows.

SIGNAL CODE ON RICE PAPER  
TO BE SWALLOWED IN CASE  
OF CAPTURE.

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TROOP CARRIER AIRPLANES OF  
60TH TC GP. Carrying 2d Bu 503d PCHT Inf  
Down on SEBKRA D'ORAN, Afternoon  
of 8 NOV 1942



2 31

CHOR LPRD 3 42 F/4



2 53

9/1021PRG 3 42 F/14



1031 G/25.1PRU.7 9 41 F8 P←





~~REQUISITION~~

UNCLASSIFIED

To: Corps Engineer Officer No. of Sheets 1 Sheet No. 1

Requisition No. 3 Date Aug. 27, 1942

Ship To: B.G. 2nd. Battalion 803rd. Parachute Inf.

HENRY C. WILSON  
1st. Lt. 803rd. Parach. Inf.  
Supply Officer

WILLIAM D. R. CO  
1st. Col. 803rd. Parachute Inf.  
Commanding

T.M.F. (in 1/2 lb. blocks)	lbs.	740
Caps, blasting. Electric and Non Electric,	ea.	1440
Fuse, Time	ft.	800
Cord, Detonator	ft.	800

It is requested that this material be secured as quickly as possible to be used for training and equipping this Battalion for combat.

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REQUISITION

To: Corps. Signal Officer No. of Sheets 1 Sheet No. 1

Requisition No. 2 Date Aug. 25, 1943 Period

SHIP TO S. O. 2nd. Battalion 503rd Parachute Inf.

REQUISITIONED BY (show Signature, Rank, Organization, Destination. If different from "SHIP TO" include address):

APPROVED BY:

HENRY C. TIFTON  
1st. Lt. 503rd. Parach. Inf.  
Supply Officer

EDMON D. RUFF  
1st. Col. 503rd. Parach. Inf.  
Commanding

STOCK No.	ARTICLES	UNIT	ON HAND AND DUE	CONSUMED	REQUIRED	APPROVED
	S.C.R. 536-A Complete		27		3	
	S.C.R. 511		0		0	
	S.C.R. 288		4		2	
	Telephones RH-5-A		0		2	
	Assault wire -100		40		50	
	Of the S.C.R. 536-A's on hand eight (8) are not in working order. It is requested some provision be made for their repair or exchange for new ones.					

### INSTRUCTIONS FOR PREPARATION OF REQUISITION

Space "TO."—To show the approving office to which requisition is submitted.

Space "PERIOD."—Show period for which the supplies are required.

Space "SHIP TO."—Full shipping address to be given. Where mail address is different from shipping address the former should also be shown, e. g., "Q. M., Fairfield Air Depot, Osborn, Ohio. Mail address, Fairfield." Except for established camps, posts, or stations, street or building address should be shown, e. g., "C. O. 328th Inf., National Guard, 456 Republic Bldg., Grand Haven, Mich." Where the property is to be invoiced to an organization, etc., different from that to which it is to be shipped, the required information will be shown.

Space "STOCK NO."—Show stock number listed in Federal Stock Catalogue.

Space "ARTICLES."—Include sizes required. Show purpose numbers applicable to an article or group immediately above the article or group concerned.

Space "ON HAND AND DUE."—Show the quantity on hand plus the quantity approved on previous requisitions and not yet received.

Space "CONSUMED."—Show quantity consumed during the previous period.

Space "REQUIRED."—To be the quantity asked for by the requisitioner.

Space "APPROVED."—To be the quantity approved by the approving officer.

This form may be used in lieu of Q. M. C. Forms Nos. 402, 409, and 410 by appropriate modification. IN THE SPACE BELOW SHOW BASIS FOR REQUISITION, i. e., Strength of Command, Number of Animals, Number of Animal-Drawn and Motorized Vehicles, Armament, or such other data as may be required by instructions issued by approving authorities.

---

THIS SPACE FOR ACTION OF APPROVING OFFICER

e8-0923

# REQUISITION

To: Corps Ordnance Officer No. of Sheets 1 Sheet No. 1

Requisition No. 1 Date Mar. 13, 1931 Period

SHIP TO U.S. Mail, Bu. of Mail, Washington, D.C.

REQUISITIONED BY (show Signature, Rank, Organization, Destination. If different from "SHIP TO" include address):

APPROVED BY:

Wm. H. H. H.  
1st Lt. W. H. H. H. H.  
Supply Officer

Wm. H. H. H.  
1st Lt. W. H. H. H. H.  
Supply Officer

STOCK No.	ARTICLES	UNIT	ON HAND AND DUE	CONSUMED	REQUIRED	APPROVED
	<p>SH. A-23</p> <p>Motor 11 1/2, B-1</p> <p>Complete with mount, base plate, sight, scope p-etc and 1000 rounds.</p> <p>Rifle, U.S. Cal. 30</p> <p>1 1903 Complete with accessories.</p>	ea.	1		1	
		ea.	10		10	

## INSTRUCTIONS FOR PREPARATION OF REQUISITION

Space "TO."—To show the approving office to which requisition is submitted.

Space "PERIOD."—Show period for which the supplies are required.

Space "SHIP TO."—Full shipping address to be given. Where mail address is different from shipping address the former should also be shown, e. g., "Q. M., Fairfield Air Depot, Osborn, Ohio. Mail address, Fairfield." Except for established camps, posts, or stations, street or building address should be shown, e. g., "C. O. 328th Inf., National Guard, 456 Republic Bldg., Grand Haven, Mich." Where the property is to be invoiced to an organization, etc., different from that to which it is to be shipped, the required information will be shown.

Space "STOCK NO."—Show stock number listed in Federal Stock Catalogue.

Space "ARTICLES."—Include sizes required. Show purpose numbers applicable to an article or group immediately above the article or group concerned.

Space "ON HAND AND DUE."—Show the quantity on hand plus the quantity approved on previous requisitions and not yet received.

Space "CONSUMED."—Show quantity consumed during the previous period.

Space "REQUIRED."—To be the quantity asked for by the requisitioner.

Space "APPROVED."—To be the quantity approved by the approving officer.

This form may be used in lieu of Q. M. C. Forms Nos. 402, 409, and 410 by appropriate modification.  
IN THE SPACE BELOW SHOW BASIS FOR REQUISITION, i. e., Strength of Command, Number of Animals, Number of Animal-Drawn and Motorized Vehicles, Armament, or such other data as may be required by instructions issued by approving authorities.

---

THIS SPACE FOR ACTION OF APPROVING OFFICER

c8-9223

1. Cannot count on civilian assistance
2. Not believed to possess arms
3. Submarine cables? \* enough  
\* 100  
\* 1000
4. 300 tons of bombs at \* 1000  
\* 1000  
\* 1000 Oran & Senia, 150 tons at Sidi Bel

To: Corps. Quartermaster No. of Sheets. 1 Sheet No. 1  
 Requisition No. 5 Date Aug. 27, 1942  
 Ship To: S.O. Snd. Battalion 603rd. Parachute Inf.

Major C. Tipton  
 1st. Lt. 603rd. Parachute Inf.  
 Supply Officer

Major C. Tipton  
 Lt. Col. 603rd. Parachute Inf.  
 Commanding

DESCRIPTION	QTY	UNIT PRICE
Belts, Pistol or Revolver, M 1936 or 1912.	24	5.40
Carriers, Wire Cutters M 1938	24	75
Cutters, Wire, light M 1938	24	75



120  
100  
300  
200

Smoke  
by a  
fighter

Signs for  
CPS etc

maps  
↑ ↑ ↓  
↑ ↑ ↓

Rehearsal area

Exact weights  
of fuel equipment  
hulls

Cover plan prepared to account  
for preparations which cannot be  
concealed.

~~Marker panels~~

Smoke pots or panels  
Tactical use of smoke?  
Tear gas?  
Positions of CPS

Paratroops - not so much time  
required for rehearsal as for airlanding  
moral effect.

night landing? Secret -  
Security - 24 hours before  
operation - all personnel to  
study photos. Slide projector

French phrase sheets & Belgians  
maps Panels

Anti aircraft Small gas  
Gamma bombs masks  
Aerial escort training type  
High alt

Prisoners  
Preparations for counter-attack  
Signal comm.

Supply  
Ammunition

Delays in  
taking off - time  
allowed

Water + fuel containers

Fairing on doors.

$$\begin{array}{r} 40 \\ 12 \overline{) 500} \\ \underline{48} \\ 20 \end{array}$$

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1. Blackbird - Paratroops have been dropped.
2. Duck - Paratroops have been dropped. cannot find airport.
3. Robin - Paratroops have landed successfully and have established contact with radio equipped planes in air.
4. Crane - Two radio equipped planes are about to attempt crash landing.
5. Stork - Two radio equipped planes have landed.
6. Hoot Owl - Mission completed at LA MANIA.
7. Seagull - Impossible to complete mission at LA MANIA.
8. Eagles - Mission complete at LA MANIA except hangars you have hangars. A direction either north, south, or east will follow code word, eagles, to indicate which which row of hangars have not been entered by paratroops and must be taken care of by the Navy.
9. Woodpecker - On LA MANIA we are holding it successfully.
10. Crow - Impossible to hold LA MANIA.
11. Rooster - \_\_\_\_\_ airplanes have landed at \_\_\_\_\_.  
Number to indicate total number of planes and a geographic location or numbers to indicate map coordinates will follow code word Rooster.
12. Sparrow. - Have secured field at \_\_\_\_\_ recommend pursuit come in. Have \_\_\_\_\_ gallons of gasoline.  
A geographic location of airport and a number to indicate gallons of gasoline and will follow code word Sparrows.

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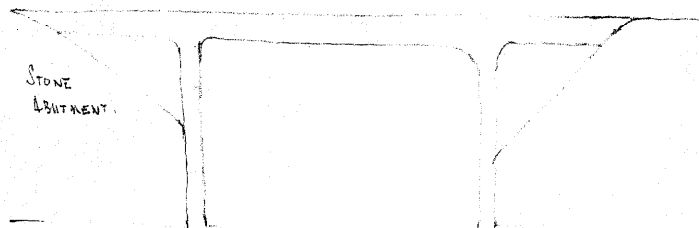
19 January 1943.

Information. Road Bridge over O.el. Lebeq, 3km N of MAKNASSY.

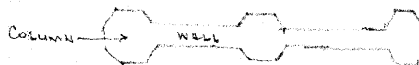
Bridge - Reinforced concrete with 20 feet road. Length 153 feet. Two piers of reinforced concrete and stone abutments.

Abutments: Poor on North side of bridge.

Piers. Situated near abutment, the abutment meeting at about half the height of the pier, viz.



The piers consist of hexagonal columns under each of three beams, the columns having a diameter of 2'6". Between the columns is a 12" reinforced concrete wall, viz.



Span - Consists of 3 T beams reinforced concrete, the depth being approx 4 feet

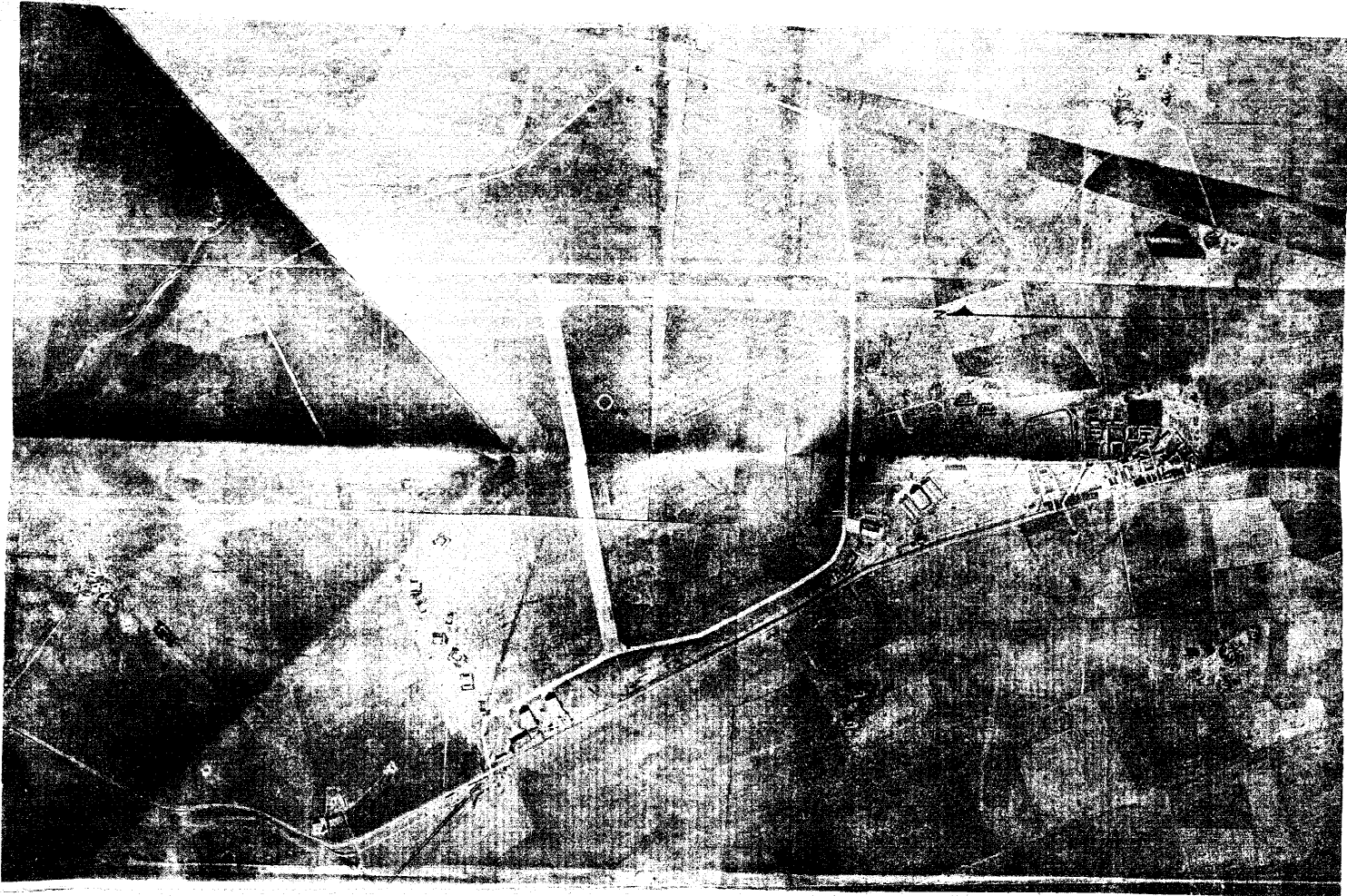
TERRAIN. The bridge is situated in a hollow and surrounded on all sides by high land providing good points for observation of the plain around this point. The ground is undulating and will provide cover. The oued banks are very steep and provide excellent cover although around the bridge during December after rain the sand bed of the oued was very soft. This may have hardened, since there has been no rain since 28/12/42.

150 yards southwest of the bridge are two stone buildings situated about 50 yards from the road. These may be used as a guard house and firing point. There is also an inhabited farm about 500 yards south of the bridge. To the northeast of the bridge by the KAIJFA road are buildings of the phosphate mine where the Germans are reported to be stationed. The firing point may also be in these buildings.

Suggested Action to Prevent the Bridge being Blown. Immediate search for cable or primacord leads on or underneath the bridge. Search at the same time for leads going to any of buildings mentioned. Cut all leads found.

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~~RESTRICTED~~





1. LANDING AREA 1a. PAVED RUNWAY 1b. TAXI STRIP 2. HANGARS 3. AMMUNITION STORAGE 4. CAMP  
 5. DISPERSAL PEN \* A.A. GUNS

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